

# *Red Line/Blue Line Connector Project*

Boston,  
Massachusetts

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Massachusetts Department of Transportation

Boston, Massachusetts



March 2010





## MANAGEMENT ABSTRACT

PAL completed historic resources reconnaissance and intensive surveys and an archaeological resources assessment survey as part of the STV Inc. team, in support of the Draft Environmental Impact Report for the Red Line/Blue Line Connector Project, a project of the Massachusetts Department of Transportation (MassDOT), formerly the Executive Office of Transportation. The project consists of the extension of the Massachusetts Bay Transportation Authority's (MBTA) Blue Line in Boston, Massachusetts from Government Center Station under Cambridge Street to Charles/MGH Station. The project will be confined almost entirely within existing tunnels and the Cambridge Street right-of-way. Project elements include improvements to the existing Blue Line tunnel, the construction of a new rapid transit tunnel, two options for treatment of Bowdoin Station (elimination or relocation), and the construction of a new Blue Line Station accessible from the existing Red Line Charles/MGH Station.

The archaeological reconnaissance survey identified areas of high archaeological sensitivity within the project Area of Potential Effect (APE) where direct ground disturbances have the potential to impact significant archaeological resources. The high sensitivity areas extend from Anderson Street in the Cambridge Street right-of-way west to and including the Charles Circle where new tunnel is proposed using either cut and cover or mining methods. The archaeological sensitive stratum is primarily contained to the organic/peat deposits situated beneath the fill with top depths that range from about 10 ft at the east end to about 28 ft at the west end. This organic/peat substratum is a remnant of the pre-contact/contact period tidal estuary mudflats that encircled the Shawmut Peninsula. It has a high potential to contain significant Native American fish weir and possibly shell midden resources. A small park located at the east corner of Cambridge and North Anderson streets is also a high sensitivity area, although no work is currently proposed at this location. A small park located at the east corner of Cambridge and North Anderson streets is also a high sensitivity area from the ground surface down to subsoils for pre-contact/contact and post-contact archaeological resources. No work is currently proposed in the park. Additional archaeological investigations would be needed in high sensitivity areas where work is planned to locate, identify, evaluate, and record significant cultural deposits.

The architectural reconnaissance survey identified a total of 48 resources (2 districts and 46 individual properties) within the historic resources APE, and 15 of these resources have been evaluated as historic properties. Of these, one district, the Beacon Hill Historic District, and two individual properties, the Old West Church and the (First) Harrison Gray Otis House, are National Historic Landmarks. The Charles River Basin Historic District and two individual properties, the Peter Faneuil School and Suffolk County/Charles Street Jail, are listed in the National Register. An additional five individual properties, including the Boston City Hall and Plaza, the Massachusetts Health, Welfare, and Education Building/State Service Center, Winchell Elementary School, Charles/MGH MBTA Station, and Longfellow Bridge have been determined eligible for listing in the National Register by the MHC. The Charles/MGH Station has lost architectural integrity through recent demolition and is now recommended as not eligible. Four of the individual properties surveyed were evaluated as potentially eligible for National Register listing and for intensive survey and evaluation: the John F. Kennedy Federal

Building, the New England Telegraph and Telephone Company Building, the West End House, and the Resident Physician's House.

Following consultation with STV and MassDOT, two of these properties proceeded to architectural intensive survey and National Register eligibility evaluation, which resulted in a recommendation of two properties as individually eligible for listing in the National Register: the New England Telegraph and Telephone Company Building and the Resident Physician's House. The other two properties identified in the architectural reconnaissance survey as potentially eligible for National Register listing (the John F. Kennedy Federal Building and the West End House) were determined to be located on the extreme periphery of, or ultimately outside of, the historic resources APE and therefore were not included in the intensive survey.



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## CHAPTER ONE

### INTRODUCTION AND METHODOLOGY

#### Introduction

The Massachusetts Department of Transportation (MassDOT), formerly the Executive Office of Transportation (EOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA), is proposing the Red Line/Blue Line Connector Project in Boston, Massachusetts. The project involves the extension of the MBTA's Blue Line from Government Center Station under Cambridge Street to Charles/MGH Station (Figures 1-1 and 1-2). The purpose of the project is to decrease congestion at existing downtown transfer stations, enhance access to Massachusetts General Hospital, and to improve regional mobility between Boston and its outer communities of Cambridge, East Boston, the North Shore, Revere, and the northwest suburbs. Project components will include improvements to the existing Blue Line tunnel and track infrastructure, and new subway tunnel and station construction. This report presents the results and recommendations of the historic resources reconnaissance and intensive surveys and the archaeological resources assessment survey completed by PAL as part of the STV Inc. team for the project, in support of the Draft Environmental Impact Report (DEIR).

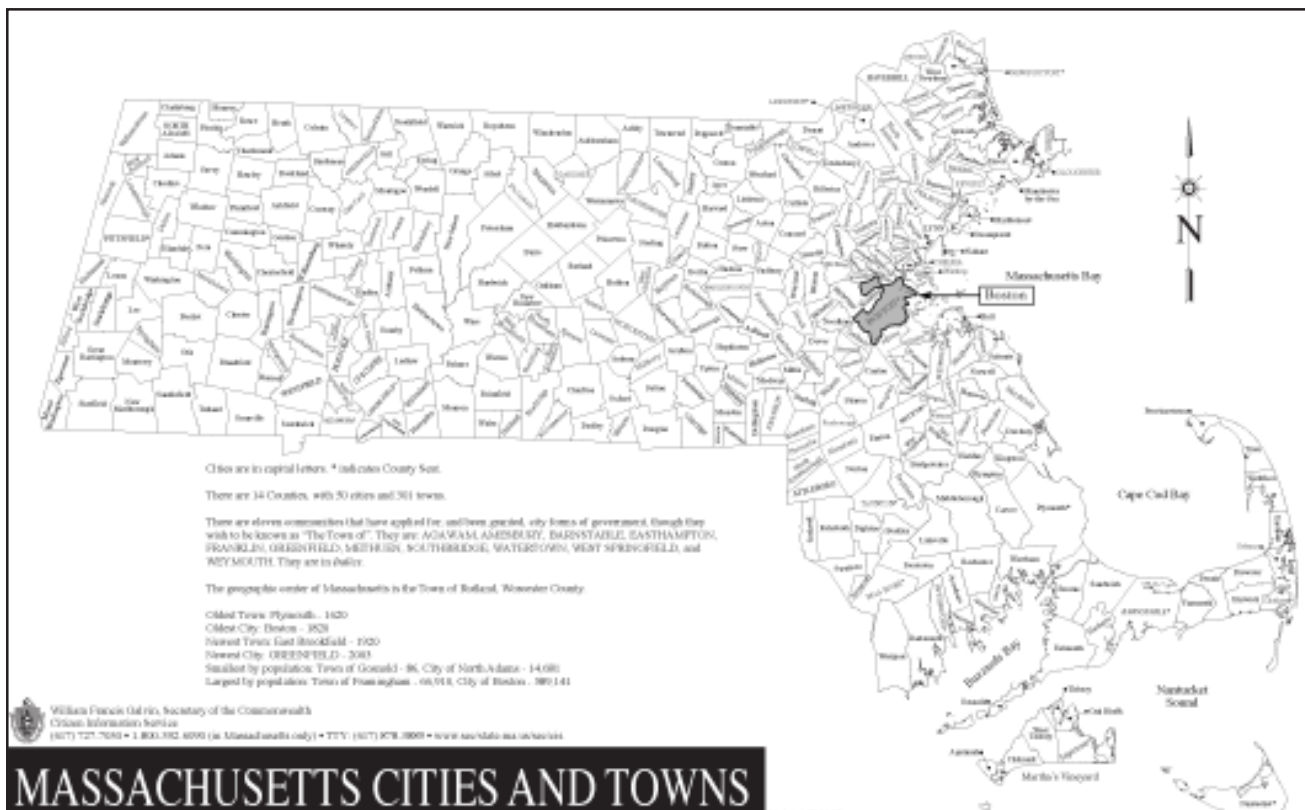


Figure 1-1. Map of Massachusetts showing the location of Boston.



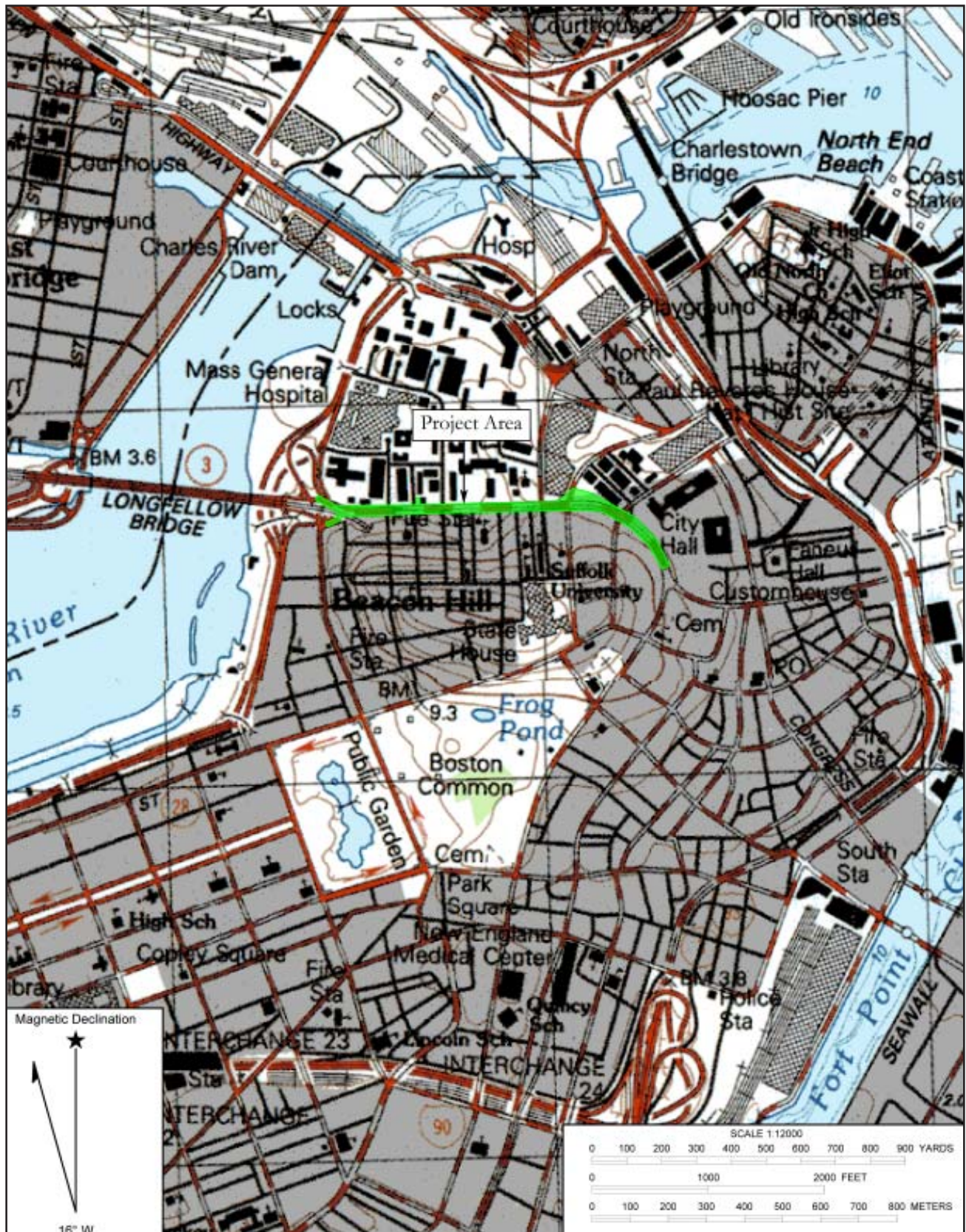


Figure 1-2. Location of the Red Line/Blue Line Connector Project on the Boston South, MA USGS quadrangle, 7.5 minute series.



## **Project Description**

The Red Line/Blue Line Connector project involves the extension of MBTA subway service from the Government Center Station Blue Line underground platform, under Cambridge Street to the Charles/Massachusetts General Hospital (MGH) Red Line Station head house. The project is described in the *Red Line/Blue Line Connector Expanded Environmental Notification Form* (TransSystems, for EOT, September 2007) and extends for a length of approximately one-half mile. The project will be confined almost entirely within existing tunnels and the Cambridge Street right-of-way. At the east end, the existing tunnel through Bowdoin Station will be partially demolished to allow for the realignment of the westbound Blue Line track. Bowdoin Station will either be completely eliminated or relocated. Both options involve the closure of the existing loop of westbound track. The relocation of the station may include the retention of the existing head house and a portion of the stairway mezzanine, along with the construction of a new platform and circulation infrastructure. One new track turnout affiliated with the Blue Line improvement will be added within the existing East Boston tunnel, near Government Center. The west half of the project involves the construction of a new rapid transit tunnel under Cambridge Street from Joy Street to Charles Circle and a new underground Blue Line station that will be accessible from the existing Charles/MGH head house. At Charles/MGH two tail storage tracks will extend in a “Y” configuration southwest for 300 ft along Mugar Way and northwest for 400 ft north of the Longfellow Bridge approach. Construction throughout the project will employ a cut and cover excavation method for 750 ft at the east end between Government Center Station and just east of Bowdoin and New Chardon streets. It will include construction of ancillary features such as emergency hatchways within existing raised surface medians, and vent and construction access shafts at various locations throughout the project area. An underground ventilation structure and emergency egress stairway was considered to be located in a small park at the corner of Cambridge and North Anderson streets, but has been moved to within the right-of-way.

## **Project Scope and Authority**

The project is required to comply with Massachusetts G.L. Chapter 9, Sections 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00), and Massachusetts Environmental Policy Act (MEPA). The assessment was conducted to assist the EOT in fulfilling their cultural resource obligations in accordance with MGL Chapter 254 (950 CMR 71) and MEPA.

The EOT filed an Expanded Environmental Notification Form in September 2007, for which the Secretary of Energy and Environmental Affairs issued a Certificate on November 15, 2007 requiring an Environmental Impact Report (EIR).

## **Study Area and Area of Potential Effect**

A project study area, as used in this report, is the area for which initial background research and review is conducted in order to develop an appropriate context for identified cultural resources. An Area of Potential Effect (APE) of a project is more narrowly defined as “. . . the geographic area within which the undertaking may cause changes in the character of or use of historic properties, if any such properties exist” [36 CFR 800.16 (d)]. A historic property is defined as “. . . any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of

Historic Places maintained by the Secretary of the Interior” [36 CFR 800.16(l)] or the State Register of Historic Places. The establishment of a project APE is based on the potential for effect, which will differ for aboveground historic properties (historic districts, buildings, objects, and structures) and belowground historic properties (archaeological sites). The APE for historic resources considers the area where the project’s construction and/or operation has the potential to result in a direct physical or indirect, such as visual, effect on significant historic resources.

For archaeological resources the primary impacts will be associated with construction impacts. Construction impacts are physical changes to the ground surfaces caused during and by project construction, as opposed to project operation, with the potential to damage all or part of a historic property or its setting. The APE for archaeological resources is confined to areas of direct ground surface and belowground alterations and construction for both cut and cover and mined tunnel methods associated with the Modified Bowdoin Station and Bowdoin Station Elimination options (Figures 1-3a, b).

For historic resources a project study area of 400 feet on either side of Cambridge Street was used to collect information about properties near the project that have been previously surveyed or documented. The APE for historic resources was delineated as 150 feet, or one building lot, on either side of Cambridge Street, underneath which the subway tunnel will be constructed or widened (Figure 1-4). Since the project will primarily be constructed underground, permanent visual impacts to historic properties will be limited. The historic resources APE includes the direct APE and was determined based on the anticipated extent of temporary or permanent vibration, auditory, visual or other environmental impacts. The Blue Line portion of Government Center Station (a/ka Scollay Square Under) is a belowground resource within the historic resources APE, where indirect effects may potentially occur.

### **Project Objectives**

The historic resources reconnaissance and archaeological resources assessment surveys conducted for the Red Line/Blue Line Connector project are intended to:

- verify previously recorded historic properties, and those that have been evaluated as eligible, determined eligible, or listed in the State and National Registers;
- identify unrecorded buildings, sites, structures, and objects 50 years old or older, and resources that are less than 50 years old, but which may possess exceptional significance;
- review environmental and site file data to determine the presence of any known archaeological sites, the extent of past ground disturbance, and the existence of any locations of potential archaeological sensitivity; and
- make recommendations regarding the need for additional survey and evaluation work and the potential eligibility for listing in the National Register of historic and archaeological resources. Subsequent tasks may include the identification and evaluation of archaeological resources for their National Register eligibility, under a State Archaeologist’s permit.

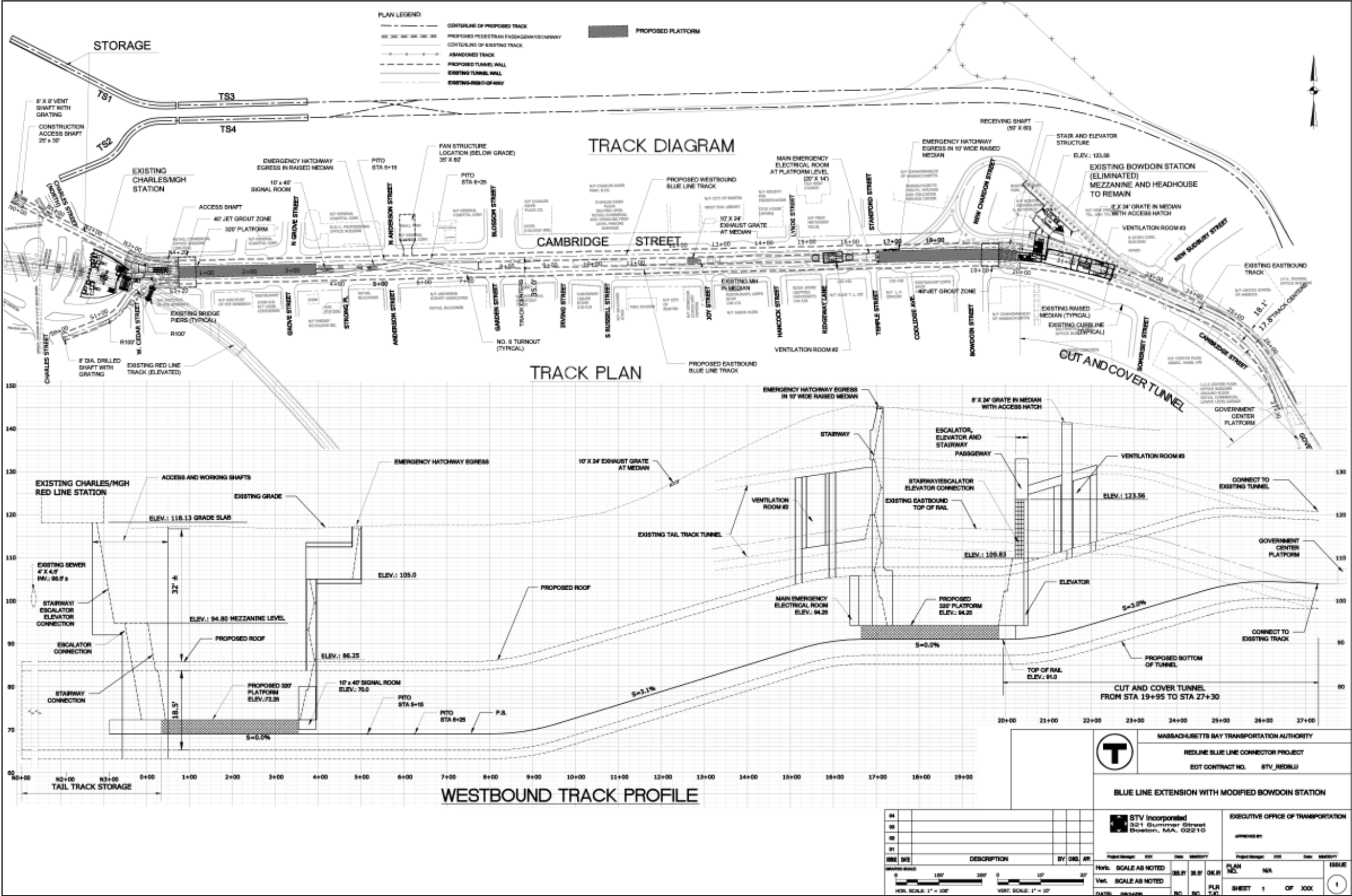


Figure 1-3a. Red Line/Blue Line Connector Project Area, Modified Bowdoin Station and Bowdoin Station Elimination Options.



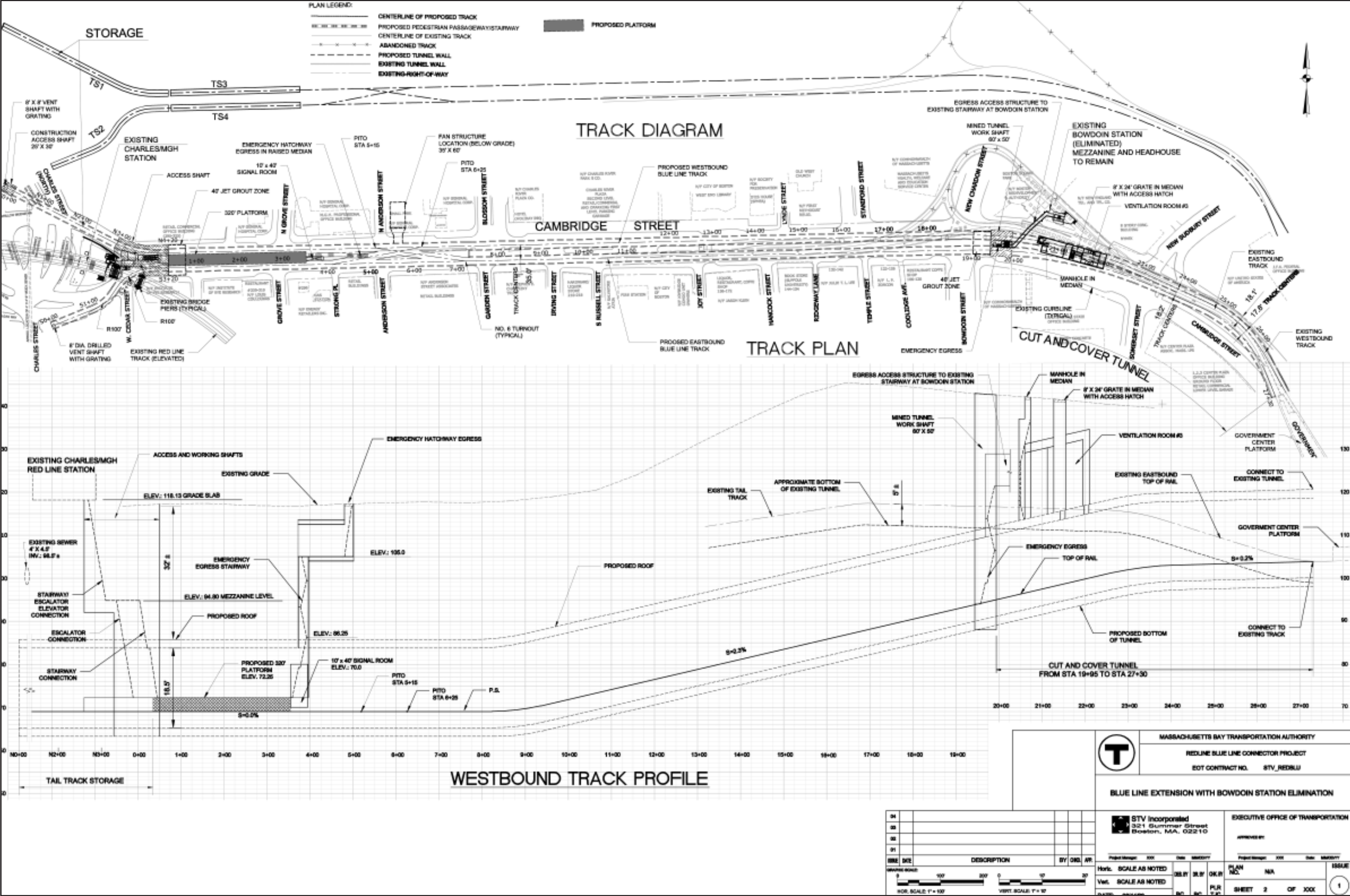


Figure 1-3b. Red Line/Blue Line Connector Project Area, Modified Bowdoin Station and Bowdoin Station Elimination Options.





The historic resources intensive survey conducted for the Red Line/Blue Line Connector Project provided further information on specific individual properties, based on the results of the reconnaissance survey, to enable the evaluation of their National Register eligibility. The two properties subject to intensive survey were also selected based on the most up-to-date information about project impacts. Two properties evaluated as potentially eligible in the reconnaissance survey were not advanced to intensive survey, since they will not be impacted by the project, based on current designs.

## Methodology

The methodology employed in conducting the historic resources reconnaissance and intensive surveys and the archaeological assessment survey follows the standards and guidelines established in the National Park Service's (NPS) *National Register Bulletin No. 24, Guidelines for Local Survey: A Basis for Preservation Planning* (NPS 1985), and the NPS's *National Register Bulletin No. 15, How to Apply the National Register Criteria for Evaluation* (NPS 1995). The analysis was conducted in compliance with all applicable federal and state requirements under the statutes and regulations cited in the above Project Scope and Authority section.

## Research

Research was conducted to identify known historic properties within the APE and provide information for the development of historic contexts. Several sources of information in PAL's database relative to environmental and pre- and post-contact historical contexts for Boston were reviewed. Research focused on various inventories and databases of known resources, including the Massachusetts Cultural Resources Information System (MACRIS), Massachusetts Geographic Information System (GIS) database, Inventory of the Historic and Archaeological Assets of the Commonwealth (Inventory), the State and National Register of Historic Places files maintained at the Massachusetts Historical Commission (MHC), and the National Register Information System (NRIS) of the NPS. Research was also conducted at the Massachusetts State Archives, and other state and local repositories. Historical maps and atlases, planning studies, and cultural resource management (CRM) survey reports, and historical maps and plans of the West End section of Boston were reviewed for information relating to changes in the landscape and historic resources in the APE. Additional research to develop an historic context for the MBTA transit system was conducted using MBTA and Boston Transit Commission (BTC) plans, annual reports, and secondary sources pertaining to the history of mass transit in Boston. Information about the design, alterations, and the tenant and use history and architectural context of the two buildings included in the intensive architectural survey was collected from online building permit files, city directories at the Boston Public Library, and Boston Public Library files on architectural firms and other sources.

The archaeological assessment consisted primarily of a review of three previous archaeological studies conducted in the immediate area. These studies include: *Archaeological and Historic Resources Reconnaissance Survey, MBTA Bowdoin/Charles Connector Project, Boston, Massachusetts* (Bower et al. 1987), which covers the current project area from the Charles/MGH Station east to Bowdoin Station along Cambridge Street; *Archaeological Reconnaissance Survey, Blue Line Modernization Project, Bowdoin to State, Boston, Massachusetts* (Strauss 1993), which covers the current project area from the Bowdoin Station loop to Government Center along Cambridge Street, and then east along Court Street and State Street to the State Street Station; and an Archaeological Assessment of the



Longfellow Bridge Rehabilitation/Restoration Project, Boston and Cambridge, Massachusetts (Cherau 2006), which covers the current project area at Charles Circle in Boston, and then continues west across the bridge to the Cambridge side of the Charles River. Geotechnical and underground utilities data generated for these three projects as well as the current project were also reviewed.

The information contained in the three previous archaeological survey reports was supplemented as needed with details pertaining specifically to the historic of landmaking in Boston and along the Charles River. These sources consist of *Gaining Ground: A History of Landmaking in Boston* (Seasholes 2003) and *Inventing the Charles River* (Haglund and Charles River Conservancy 2003), which both include detailed accounts and drawings of the development of the land and waterfront in Boston at the Charles River. Additional historic mapping information was obtained from *Mapping Boston* (Krieger and Cobb 1999), which contains composite maps of all landmaking projects in and surrounding Boston. These information sources were not available at the time of the 1987 (Bower et al.) and 1993 (Strauss) surveys conducted for portions of the current Red Line/Blue Line Connector project area.

### **Fieldwork and Documentaion**

A walkover field survey with photography, note taking, and mapping was conducted for the Red Line/Blue Line Connector project's Cambridge Street alignment between the Charles Street/MGH Station and Government Center Station and the surrounding APE to identify historic resources and areas potentially sensitive for archaeological resources.

PAL architectural and industrial staff became familiar with the characteristics of the adjacent buildings, their setting, confirmed the location of historic resources identified during research, identified additional resources that may warrant consideration as significant properties potentially eligible for listing in the National Register, and documented existing conditions. Notes and high-resolution digital photographs were taken in the field to describe the characteristics of the project area, existing MBTA stations, archaeological sensitivity, and historic resources. All identified cultural resources were located on project base maps during fieldwork. Data regarding the current condition and significant characteristics of each property was noted, and information on the inventory forms for previously recorded properties was verified. The architectural reconnaissance survey included all buildings, structures, districts, objects, and aboveground sites at least 50 years old, as well as select buildings constructed slightly after 1960 assessed during fieldwork as being potentially valuable as examples of modern or post-modern architecture.

Survey was conducted at Government Center, Bowdoin Street, and Charles/MGH stations. Safety considerations precluded a survey of the active MBTA Blue Line Tunnel (a/k/a the East Boston Tunnel Extension). PAL staff instead performed a "desktop" survey of this historic structure using available photographs, primary and secondary source descriptions and histories, and historical and current plans.

Fieldwork for the historic resources intensive survey of two of the properties recommended in the reconnaissance survey for further National Register eligibility evaluation consisted of a detailed examination of the exterior of each property by a PAL architectural historian. Attempts were made to access the interiors of the properties but were unsuccessful. The results of the intensive survey were assembled on updated MHC Inventory "B" Form Continuation Sheets for each of the resources. The



documentation includes current photographs, descriptions of existing conditions, updated historical narratives, and updated references.

### **Cultural Contexts**

The formulation of cultural, or historic, contexts is crucial to the evaluation of cultural resources (NPS 1983:9). Historic contexts provide an organizational framework that groups information about related historic properties based on a theme, geographic limits, and chronological periods. A historic context should identify gaps in data and knowledge to help determine the significant information that is embodied in or may be obtained from the resource. Each historic context is related to the developmental history of an area, region, or theme (e.g., agriculture, transportation, waterpower), and identifies the significant patterns of which a particular resource may be an element. Only those contexts important to understanding and justifying the significance of the property must be discussed.

Cultural contexts are developed by:

- identifying the concept, time period, and geographic limits for the context;
- collecting and assessing existing information within these limits;
- identifying locational patterns and current conditions of the associated property types;
- synthesizing the information in a written narrative; and
- identifying information needs.

“Property types” are groupings of individual sites or properties based on common physical and associative characteristics. They serve to link the concepts presented in the historic contexts with properties illustrating those ideas (NPS 1983; 48 FR 44719).

Historic research contexts were developed to organize the data relating to the cultural resources identified within the project area in the following broad categories:

- pre-contact and contact period land use and settlement patterns in the lower Charles River drainage, circa (ca.) 12,500 to 450 years before present (B.P.);
- post-contact period land use and settlement and development patterns of Boston and Beacon Hill/West End, ca. A.D. 1650 to present; and
- The construction of the MBTA light rail and rapid transit system, ca. 1893 to present.

### **Archaeological Sensitivity Assessment**

Information collected during the archival research and walkover survey was used to develop a predictive model of potential site types and their cultural and temporal affiliation. The development of predictive

models for locating archaeological resources has become an increasingly important aspect of cultural resources management planning. The predictive model considers various criteria to rank the potential for the project area to contain archaeological sites. The criteria used to stratify the project area into zones of expected archaeological sensitivity are proximity of recorded and documented sites, local land use history, environmental data, and existing conditions.

### **National Register Criteria for Evaluation**

Analysis for historic architectural resources included the application of the National Register Criteria for Evaluation in order to provide preliminary National Register eligibility findings and recommendations for further identification survey and for evaluation of the significance of cultural resources within the APE. Based on the results of the reconnaissance survey and updated information about potential project impacts, an intensive survey and evaluation of two properties was undertaken using these same National Register Criteria. Updated MHC Inventory “B” Form Continuation Sheets and National Register Eligibility Criteria Sheets were completed for each building.

The National Register criteria (36 CFR 60) are the standards for evaluating the significance of resources as established by the NPS, Department of the Interior. Properties can be significant at the local, state, or national level. The National Register criteria state that “the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction; or
- D. that have yielded, or may be likely to yield information important in prehistory or history.”

National Historic Landmarks (NHL) are historic properties of national significance that are designated by the U.S. Congress, and are also listed in the National Register.

### **Project Personnel**

PAL staff involved in the cultural resources assessment included Virginia H. Adams (project manager/senior architectural historian), Suzanne G. Cherau (senior archaeologist), John J. Daly (industrial historian), Jenny Fields Scofield (preservation planner/architectural historian), Laura Kline (architectural historian), and Melissa Antonelli (assistant architectural historian). All project supervisory personnel meet the professional qualification standards as outlined in the Secretary of the Interior’s *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716).

## **Disposition of Project Materials**

All project information (field recording forms, maps, photographs) is currently on file at PAL, 210 Lonsdale Avenue, Pawtucket, Rhode Island. PAL serves as a temporary curation facility until such time as the Commonwealth of Massachusetts designates a permanent state repository.

## CHAPTER TWO

### ENVIRONMENTAL AND CULTURAL CONTEXTS

The development of environmental and cultural contexts is crucial to the evaluation of cultural resources identified within the project area, as well as assessing the archaeological sensitivity of the project area. These contexts provide an organizational framework that groups information about related historic properties based on a theme, geographic limits, and chronological periods.

#### Environmental Context

The Red Line/Blue Line Connector project area is located in the lower portion of the Charles River below the upper limit of tidal flow and estuarine conditions. Natural resources available within this area have been largely determined by processes of postglacial development. The availability of resources plays a significant role in determining the type and density of human activity in a given location.

#### Geology and Geomorphology

The Red Line/Blue Line Connector Project lies within the New England Coastal Lowland physiographic zone (Figure 2-1). The underlying bedrock geology of the project vicinity consists of Cambridge and Braintree argillite, capped with glacial till.

The project area is specifically located on the Shawmut peninsula within a major New England geologic formation known as the Boston Basin. The Boston Basin is the result of preferential glacial erosion of softer rocks and exhibits the characteristics of a glacial outwash plain. Distinct drumlins rise 100–200 feet (ft) above the plain to the west before dropping to sea level to the east, where the surviving drumlins and moraines remain slightly above sea level to form the Boston Harbor Islands. The basin was subjected to successive ice sheet advances and retreats during the Wisconsin glaciation, at which time the sea level was 50 ft or more below its present level. During

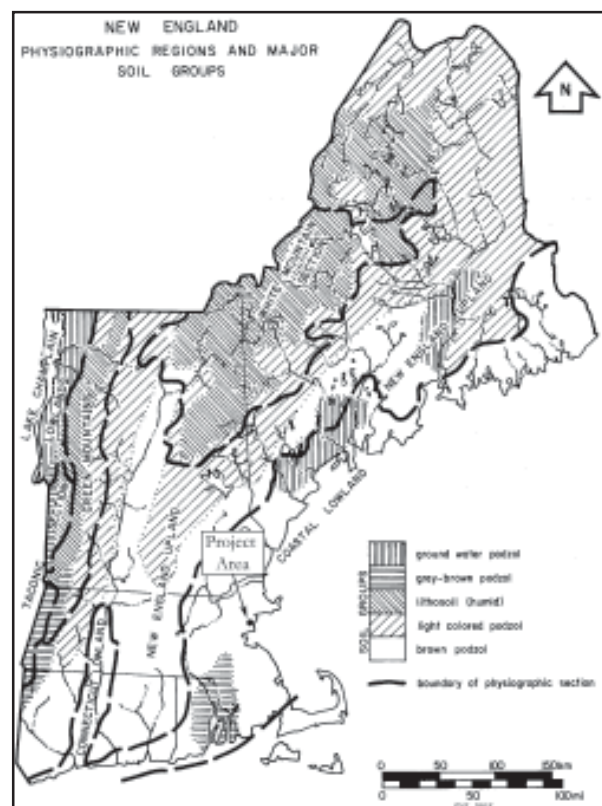


Figure 2-1. Map of the New England physiographic regions and major soil groups showing the approximate location of the Red Line/Blue Line Connector Project (source: Fenneman 1938).

this period of lower sea levels, the area was a broad, clay-rich valley, providing an outlet at the confluence of two major ice lobes or currents.

At the time of European contact, the Shawmut peninsula comprised roughly 487 acres. The word Shawmut is roughly translated from the Massachusett language to mean “fountains of living waters,” and at the time the first English settlers arrived, the peninsula was configured as an irregularly shaped three-lobed landform marked by a series of large and small coves and inlets and a range of hills crosscutting its landscape from the east to west. Over the intervening centuries, the city expanded its boundaries through a vigorous program of landmaking, so that today the peninsula is more than 70 percent filled land.

### **Soils**

The project area lies almost entirely within the original topographic boundaries of the Shawmut landform (Figure 2-2); only the far western limit from about Anderson Street west to the Charles Street/MGH Station at Charles Circle lies on made land. The soils within the project area are characterized as Urban Land with 0–15 percent slopes (USDA 1989). Urban Land is defined as a soil unit in which the soils have been substantially altered or obscured by urban works and structures including buildings, railroads, pavement, or locations that have been cut and filled. Given the settlement and mining activities that took place on Beacon Hill during the post-contact period, the majority of these “fill” soils likely date to the early to mid-nineteenth century (see post-contact period discussion below).

### **Drainage Patterns and Topographical Relief**

The project area lies on the north and east slopes of Beacon Hill at an elevation ranging from 18–93 ft above mean sea level (amsl). During the pre-contact and early post-contact periods, Beacon Hill was the highest of three summits that made up the Trimountain, the most prominent landscape feature on the Shawmut peninsula. The Trimountain was composed of a thick till layer overlying huge slabs of glacially deposited granite and sand, and contained large reservoirs of fresh water bubbling up as springs, especially along the north slope. As will be discussed in more detail below, the western and eastern hills of the Trimountain were largely mined out of existence during the nineteenth century, and Beacon Hill itself was graded down nearly 60 feet from its original elevation with the resultant material used to fill Mill Pond.

The Charles River drainage is the primary watershed for Boston and the surrounding communities (Figure 2-3). Beginning in Hopkinton, the river meanders for 80 miles and drains 308 square miles in 35 municipalities before emptying into Boston Harbor (CRWA 2003). The river is generally divided into three subregions: the rural upper basin, the suburban lakes or middle region, and the urban lower basin. The project area lies within the lower basin, where the Charles converges with another major watershed river, the Mystic River. Tributaries of the Charles River include: Stall Brook (Bellingham), Trout Brook (Dover), Dix Brook (Franklin), Miscoe Brook (Franklin), Bogastow Brook (Holliston), Story Brook (Weston), Cherry Brook (Weston), Vine Brook (Medfield), Hopping Brook (Medway), Mill River (Norfolk), Eagle Brook (Wrentham), Stop River (Norfolk), Mine Brook (Franklin), Dopping Brook (Sherborn).



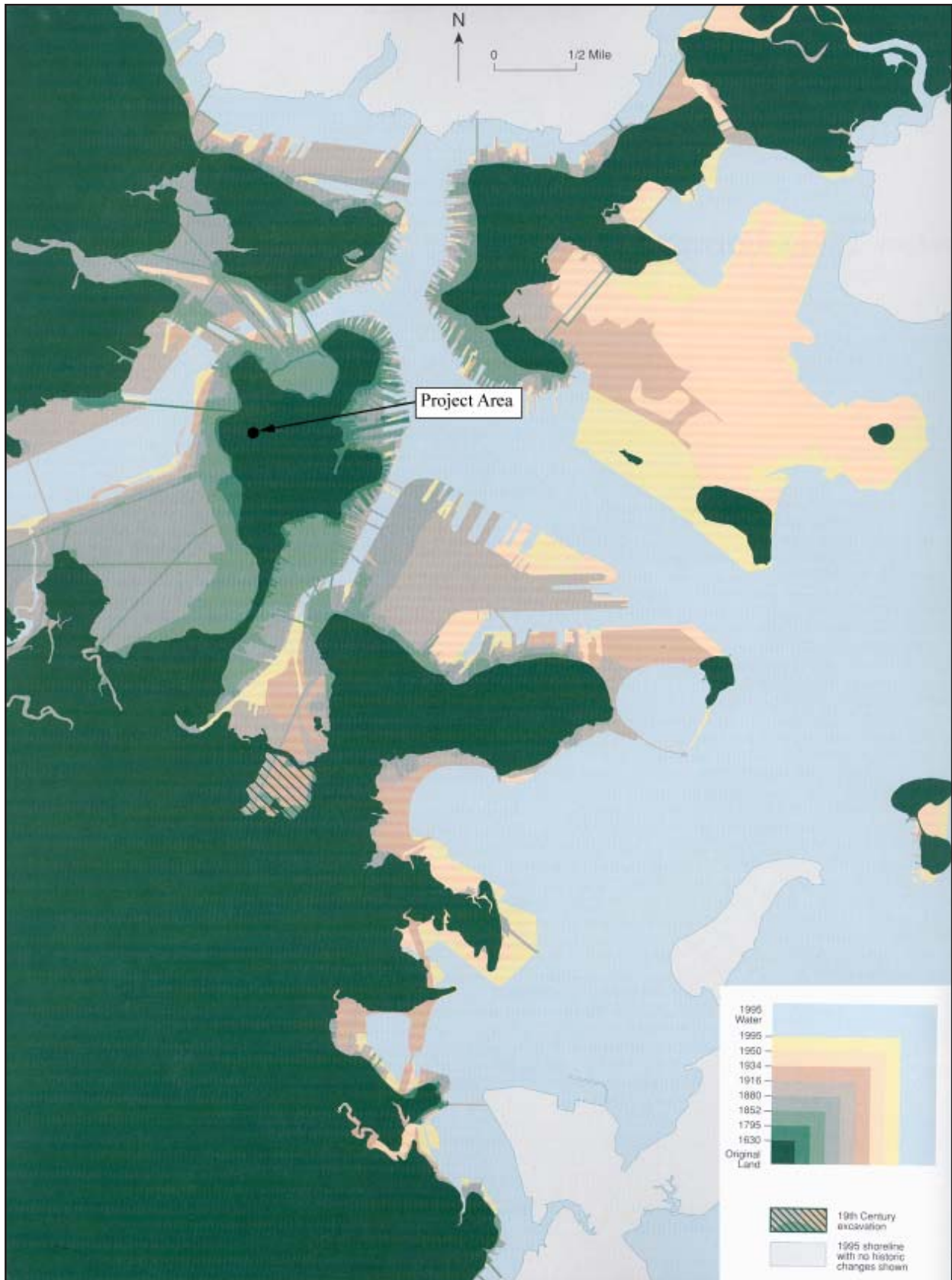


Figure 2-2. Composite map of landmaking projects in Boston, ca. 1630–1995, showing the approximate location of the Red Line/Blue Line Connector Project (source: Krieger and Cobb 1999).



Figure 2-3. Map of the Charles River drainage basin showing the approximate location of the Red Line/Blue Line Connector Project.

It is important to note that the landmaking programs so important to Boston's physical and socioeconomic development, particularly during the nineteenth century, drastically altered the topography and drainage patterns on the peninsula (Seasholes 2003). The infilling of the Mill Pond, Back Bay, and South Bay, wharving out along the coast line and along the banks of the Charles River, and the mining out of the Trimountain permanently changed drainage patterns and buried or destroyed habitats that were likely important to pre-contact period subsistence and transportation.

### **Pre-Contact/Contact Period Cultural Context**

The lower Charles River drainage was intensively used by Native American populations. This area contains concentrations of pre-contact Native American archaeological sites that had been occupied from the Early Archaic Period about 8,500 years ago until the first European contact in the late sixteenth or early seventeenth century.

#### **PaleoIndian Period (12,500–10,000 B.P)**

The PaleoIndian Period generally is underrepresented in southern New England. Sites often are limited to isolated finds of fluted projectile points. A recent study about the distribution of diagnostic PaleoIndian projectile points across the United States demonstrates the highest density and diversity of fluted point recoveries is concentrated in the eastern United States and the Northeast (Anderson and Faught 1998). This has led the authors to suggest that the origins of fluting technology may well lie in this region (Anderson and Faught 1998:176). Related to this argument, Spiess et al. (1998) have suggested a revised terminology for these earliest of projectile points, one that reflects the unique adaptive characteristics of the New England PaleoIndian Period rather than derivative morphological aspects of the Great Lakes or Midwestern PaleoIndian.

Known or documented occurrences of fluted projectile points are rare in the Charles River drainage basin, but state site files record numerous PaleoIndian recoveries from across the state. Well-known PaleoIndian occupations include the relatively large and well-documented multicomponent encampments at the Bull Brook Site in Ipswich (Byers 1954; Grimes et al. 1984) and PaleoIndian loci at the Neponset/Wamsutta Site in Canton (Carty and Spiess 1992; Ritchie 1994). In fact, the Bull Brook Site represents the largest PaleoIndian site in the region (Spiess et al. 1998). Isolated finds of fluted PaleoIndian projectile points have been documented from terraces overlooking the Charles, Connecticut, Mill, and Mystic rivers.

There are no recorded PaleoIndian sites in the City of Boston or nearby Cambridge (MHC site files). To date, only a few sites believed to be from this time period have been identified north and west of the city, including Ossini's Garden in Wakefield, Goat Acre in Arlington, and the Watertown Arsenal in Watertown. These sites represent isolated diagnostic PaleoIndian materials or finds within multicomponent sites consisting primarily of Eden-like projectile points.

The lack of excavated PaleoIndian sites in the Boston area makes it difficult to predict where these sites may be found. In general, they are often on high ground adjacent to major rivers or marine estuaries. Changes in sea level in the Boston area may have resulted in the submergence of many of these sites.



### **Early Archaic Period (10,000–7500 B.P.)**

The Early Archaic Period saw the end of the Wisconsin glaciation and a substantial temperature increase referred to as the Hypsithermal period (6000–1500 B.C.). During this time, average temperatures actually were higher than modern conditions and plant and animal communities reacted accordingly. A dominance of oak pollen in regional pollen cores indicates that a boreal forest was slowly being replaced by a pine/oak forest (Ogden 1977). These warmer conditions led to the development of a more diverse habitat of wetland basins and small pockets of mast forest, which attracted prey such as deer and bear as well as a broader range of riverine, estuarine, and plant life that could not survive under the previously frigid conditions.

The lithic technology of the Early Archaic reflects this diversified subsistence strategy. Corner-notched, stemmed, and bifurcate-based points serve as the diagnostic artifact class for the period, but in general biface dominated assemblages are rare. A non-bifacial tool kit including beaked unifacial edge tools, cores, and flakes has been proposed as an alternative diagnostic marker for the period (Robinson et al. 1992). This type of assemblage, subsumed within the Gulf of Maine Archaic tradition, also includes hammerstones, milling slabs, and notched pebble sinkers, indicating an increased utilization of plant and fish resources (Robinson 1992). Characteristic of both assemblage types is the predominance of expedient tools and the nearly exclusive use of local lithic sources, the latter of which suggests a more settled lifestyle.

Settlement strategies during this period remain somewhat speculative. By the end of the period, people were moving into the area using two overlapping settlement methods: “restricted wandering,” defined as seasonally based group movement within well-defined territorial limits, formed the basis for small residential groups foraging from one resource locus to another; and “central-based wandering communities,” interpreted as a large band of individuals, perhaps as many as several hundred, spending an extended period of time in a single location to which they may or may not return at a later date (Ritchie 1969). That one form of settlement was mutually exclusive of the other is unlikely, but the terms do provide general typological tools with which to interpret sites dating to that period.

Few Early Archaic Period sites are known from the Boston Basin. Early Archaic sites have been reported from the greater Boston area in the Charles, Mystic, and Neponset drainages (Dincauze 1974). Find spots of diagnostic bifurcate-based points from this time period include materials from Goat Acre in Arlington, the Watertown Arsenal in Watertown, Ossini’s Garden and the Water Street Cluster in Wakefield, two locations in Cambridge, and Deer Island. Except for these projectile point finds, the artifact assemblages associated with the Early Archaic Period are uncommon and little is known about the pre-contact Native American lifeways at this time. It has been suggested that there is a greater occurrence of artifacts and lithic debitage of non-local lithic materials, including cherts, at these early sites (Johnson 1984). As is the case with Paleo sites, some Early Archaic sites may now be underwater (Dincauze and Mulholland 1977).

### **Middle Archaic Period (7500–5000 B.P.)**

An increase in the distribution and density of identifiable Middle Archaic Period sites suggests that a Native American presence in southern New England was firmly established by 7,500 years ago with

resident populations becoming increasingly generalized in their subsistence strategies. Middle Archaic sites commonly have been found around falls, rapids, major river drainages, and wetlands (Bunker 1992; Dincauze 1976; Doucette and Cross 1997; Maymon and Bolian 1992). Dincauze (1976) suggests that Middle Archaic annual subsistence strategies may have focused upon the harvesting of anadromous fish species and the gathering of plant resources. Human communities likely supplemented their diets with generalized hunting, fishing, and shellfish collection.

Middle Archaic elements are identifiable in site assemblages through the presence of Neville, Neville-variant, Stark, and Merrimack style projectile points (Dincauze 1976; Dincauze and Mulholland 1977; Ritchie 1971a). The Middle Archaic Period also presumably coincides with the introduction of ground-stone tool technology (Dincauze 1976). Ground-stone tools include net sinkers, gouges, plummets, and atlatl (spear thrower) weights; excavations of a sealed, dated mortuary feature at Annasnappet Pond in Carver, Massachusetts have conclusively linked the emergence of atlatl weights to this period (Cross 1999; Doucette and Cross 1997).

Middle Archaic sites are much more common throughout the greater Boston area than those dating to the Early Archaic. Sites from this period are known from Braintree, Hingham, Randolph, and Weymouth, as well as from numerous adjacent towns. In the greater Boston area, sites from this period include collections from Spy Pond and Goat Acre, the Watertown Arsenal, Cedar Hill and the Old Perkins Estate in Wakefield, and collections from the Arnold Arboretum in Jamaica Plain (MHC site files).

#### **Late Archaic Period (5000–3000 B.P.)**

There is an apparent increase in the density of sites and artifacts attributable to the Late Archaic Period. This supposed increase in Late Archaic occupation of the region appears to coincide with a period of climatic warming around 5000 B.P. (Funk 1972). Seasonal and multicomponent campsites were used for the procurement of specific resources during the Late Archaic. For example, shellfish exploitation, first observed during the Middle Archaic, intensified as the rate of coastal inundation decreased and estuaries, salt marshes, and mud flats became established (Braun 1974; Lavin 1988).

Three archaeological traditions are identifiable in the regional archaeological record for the period from 5,000 to 3,000 years ago. These traditions include the Laurentian, Small Stemmed or Narrow Point, and the Susquehanna. In archaeological terminology, a tradition represents “a custom, concept or trait, or a combination of such units, with persistence in time” (Ritchie 1980:xxix). Traditions are identifiable through the presence of specific artifact types, assemblages, or ceremonial practices.

Laurentian tradition occupations are identifiable through the presence of Vosburg, Otter Creek, and Brewerton style projectile point forms. These points typically are manufactured from locally available materials such as quartzites and rhyolites that are found in veins, outcrops, or glacial cobbles. Laurentian settlement systems appear to represent an essentially interior riverine adaptation (Ritchie 1971b) common in the interior uplands of southern New England.

The Small Stemmed and the Susquehanna traditions also are elements of the Late Archaic Period. The Small Stemmed tradition may be a regional development out of the Middle Archaic Neville/Stark/Merrimack sequence (Dincauze 1976; McBride 1984a). Small Stemmed sites are characteristically

associated with a quartz cobble technological industry (McBride 1984b). Small Stemmed tradition materials are common on habitation and camp sites throughout the Northeast, but rarely are associated with Susquehanna habitations.

The diversity of site locations and site types during the Late Archaic Period is documented by sites located at estuaries (shell heaps, fishweirs, fishing camps), in the uplands (camps and workshops in the Blue Hills), and by large base camps and ceremonial burials at the Watertown Arsenal. The most notable of the Late Archaic sites associated with fishing is the Boylston Street Fishweir (19-SU-16), which was discovered in 1939 beneath 30 feet of fill at 501 Boylston Street during the construction of the New England Mutual Life Insurance Company Building (Johnson 1949). Similar intact fishweir stakes and/or wattle have been discovered at other locations in the Back Bay, including: under Boylston Street proper during the 1903 construction of the Green Line Subway (Shimer 1918; Willoughby 1927); in 1949 during construction of the Old John Hancock Building (between Stuart and Berkeley streets and St. James Avenue) (Johnson 1949); in 1960 during the construction of the IBM Building (corner of Boylston and Clarendon Streets) (Kaye and Barghoorn 1964); and most recently, in 1986–1987 during the construction of 500 Boylston Street (Decima and Dincauze 1998). The accompanying sediments for the 1986–1987 investigations provided the first systematic examination of the fishweirs since the development of radiocarbon dating (Dincauze and Decima 1995; Kaplan et al. 1990; Newby and Webb 1994; Rosen et al. 1993).

All of these investigations in which weir remains were recovered involved sites in the southeastern part of the Back Bay. They are also all located within 1,000 ft of the 1630 shoreline in what has been reconstructed to be an intertidal zone in a protected bend in the shoreline south of the northeasterly bend of the original Charles River channel. The archaeological investigations of these sites resulted in the discovery of weir stakes that were driven vertically into marine clay deposits, and evidence of a brush and twig wattle that was horizontally woven between the stakes. Extensive environmental analysis accompanied the larger of these studies, and based on the results, it is possible to predict the stratigraphic location of weir deposits in the lower portions of a deep layer of silt and silty clays that overlay the Boston Blue Clay. Recent carbon dating of weir stakes, organics associated with sediments, and biostratigraphic pollen ages have led Newby and Webb (1994) to argue that the fishweir was in use between 4700 and 3700 B.P. Decima and Dincauze (1998) argue that the weir was in use for close to 1,500 years, between 5300 and 3700–3500 B.P. The unique historical development (filling) of the Back Bay as a planned nineteenth-century development has preserved the rich organic materials associated with these fishweirs. The thick mantle of sand and gravel fill above the water table has allowed for the excellent integrity of the fishweir organic remains, although there is some evidence that nineteenth-century construction (i.e., pilings) could have destroyed small weir structures (Mrozowski et al. 1999, 2000).

### **Transitional Archaic Period (3600–2500 B.P.)**

The Transitional Archaic Period marks the interim between the Archaic and Woodland periods, and represents a time of changing cultural dynamics. Susquehanna tradition sites are a marker for this period and are best known from cremation cemetery complexes (Dincauze 1968; Leveillee 1998). Other cultural identifiers include the presence of ocher deposits and steatite (soapstone) vessels. Susquehanna materials commonly were manufactured from a variety of lithic materials including

quartzites, eastern volcanics, and non-local cherts. There is noticeable preference for non-local raw materials in the manufacture of these tool types during the earliest phases of the Susquehanna tradition with increasing reliance upon local materials by the final Orient Phase.

The Transitional Archaic Period is characterized by an extensive trade network, increased burial ceremonialism, and the development of technologies strikingly different from those of the Late Archaic. New technological developments associated with the Transitional Archaic include the manufacture of steatite vessels, a distinctive lithic flaking technology, and a new class of diagnostic tool forms. These new forms either developed out of the local populations or were introduced to the region by new groups immigrating into the New England area. Regionally available steatite outcrops include the Dolly Bond Quarry in Millbury, the Horne Hill Quarry in Bramanville, and others located in western Massachusetts and northern Rhode Island. Steatite vessel forms, such as bowls and later smoking pipes, were used domestically, ceremonially, and as trade items.

Evidence for complex mortuary ritual is frequently encountered at regional ceremonial sites such as the Millbury III Site in Millbury. Radiocarbon ages associated with the Millbury III burials place the Susquehanna components between  $3610 \pm 90$  and  $2870 \pm 50$  years B.P. (Leveillee 1998). Grooved axes, cruciform drills, pestles, a copper blade, and Susquehanna and Watertown variety projectile points were all included with these burials. Cremation burials are also reported from the Watertown Arsenal Site in Watertown, the Mansion Inn and Vincent sites in Middlesex County, and the Coburn Site in East Orleans to name a few (Dincauze 1968). A Transitional Archaic Susquehanna tradition site also was identified in Charlestown during the archaeological investigations of the northern Central Artery (Pendery et al. 1982:165).

### **Early/Middle Woodland Period (3000–1000 B.P.)**

The Woodland Period (3000 to 450 B.P.) was a time of continued dynamic development for local indigenous peoples. The archaeological data suggest that during this epoch a distinct but gradual diversification of food sources persisted, along with an increased prevalence of shellfish, the refinement of pottery manufacturing, and the eventual year-round coastal settlement. Identifying Early Woodland (3000 to 1600 B.P.) site locations has traditionally relied on the identification of Meadowood, Lagoon, and Rossville projectile points, and Vinette I ceramics.

The Middle Woodland Period (1650 to 1000 B.P.) appears to coincide with a time of far-ranging, widespread exchange networks of raw materials, finished products, and information across the entire eastern seaboard (Fitting 1978). Middle Woodland occupations appear to be marked by a high occurrence of jasper and hornfels (Luedtke 1987).

Traditional interpretations of Middle Woodland subsistence and settlement strategies hold that the introduction of horticulture began to supplement the pre-existing pattern of hunting and gathering subsistence activities in the Northeast. Snow (1980) postulated that the adoption of horticulture led to changes in Native American subsistence base that, in turn, altered population growth rates, the organization of labor, and social stratification. Changes in Native American settlement and subsistence strategies during the Middle-Late Woodland transition, however, may have occurred independently of the adoption of horticulture (McBride and Dewar 1987).

### **Late Woodland Period (1000–450 B.P.)**

The Late Woodland Period is associated with an increase in ceramic production following improvements in tempering and firing technology. Traditional views hold that population growth, increased sedentism, and village formation followed the adoption of horticulture during this period. Increased sedentism and aggregated settlements such as villages, however, could have occurred independently of the adoption of horticulture, especially in coastal or estuarine environments that support a reliable fish and shellfish subsistence base (McBride and Dewar 1987). Others believe that village formation and intensive maize horticulture were essentially riverine developments during the Late Woodland Period (Bendremer 1993; Bendremer and Dewar 1993). Social complexity and the formation of political alliances appear to have developed during the Late Woodland Period (Mulholland 1988).

The Late Woodland Period is well represented along coastal Massachusetts and along interior river systems such as the Charles River. Artifacts diagnostic of Late Woodland occupation include large and small triangular Levanna and Madison style projectile points and cord-wrapped, stick-impressed, and incised ceramic vessels. The Late Woodland Period also coincides with an increased reliance on locally available lithic materials, suggesting the formation of ancestral tribal territories that were witnessed at the time of European contact.

Site locations during the later part of the Woodland Period show an increasing use of coastal resources with high densities of sites located at river estuaries. Boston Harbor is an area known to contain a high density of Late Woodland occupations (Dincauze 1973). Late Woodland remains have been recovered from Arlington, Watertown, Medford, Wakefield, Cambridge, Quincy, Chelsea, Milton, Newton and surrounding towns (MHC site files). In Boston proper, a Levanna-like point, diagnostic of the Late Woodland, was recovered from Boston Common near the Park Street Station (Pendery 1988:46–52). Additionally, Late Woodland Levanna-type projectile points have been found at the Cutler B. Morse Site and were included in the Caterina Collection from Beaver Pond (MHC site files).

### **Contact Period (450 to 300 B.P./ A.D. 1500 to 1675)**

The contact period was a time of great changes for the native peoples of New England. They began the period in control of the region's lands, and ended it as economically and geographically marginalized. King Philip's War (1675–1676) resulted in the military defeat and geographic dispersal of native groups in southern New England, particularly the Pokanoket and Narragansett, as well as the virtual destruction of European allies, including the christianized Nipmuck "Praying Indians." Similar conflicts in northern New England continued well into the eighteenth century, with similar results. The lifeways of the Native populations in this period are believed to have been similar to those of the Late Woodland Period. There were a number of large permanent base camps and villages, some fortified, as well as smaller satellite hunting and fishing camps. Large groups may have gathered together at certain times of the year for resource exploitation as well as for social and ceremonial functions.

Diseases, particularly smallpox and measles, had a drastic effect on the Massachusetts Indians. In the early 1630s, smallpox almost annihilated the Native American population around Boston Bay, although many in the interior survived to help form the villages of "Praying Indians" that existed for many years at Natick, Nonantum, and Punkapog, to the south and west of Boston (Cook 1976:32). The declining



number of Massachusetts Indians was suggested by Gookin (1792:148), who said that “there are not of this people left at this day above 300 men, besides women and children.” The Indians were almost completely decimated by warfare and the spread of disease in epidemic proportions, and by the mid-1600s there were few Native people alive in the region.

Two contact period core areas have been identified for the Boston/Cambridge area: the Mystic core area to the north and the Neponset core area to the south (MHC 1982), with the Charles River serving as a likely boundary between the two. A number of secondary contact period trails are believed to have existed in the Back Bay area along Washington and Boylston streets, and there was a fording place on the Charles River at Watertown Square (MHC 1982:31). There were also transportation corridors in the Back Bay area near Dudley, Roxbury, Tremont streets and Huntington Avenue.

To date, the only recorded contact period sites in proximity to the Cambridge Street project area are those associated with burials. One such burial at Union Market Station included projectile points made of copper. A second site in the Savin Hill area, about 1 mile east of Franklin Park, contained burials and associated grave goods including glass beads, metal arrowheads, and pieces of fiber woven material. Several unverified contact sites, primarily noted in historical documents, also exist in the area and include a palisaded fort at Brookline Village and a site at Bunker Hill Community College on the north bank of the Charles River near Cambridge Street.

## **Post-Contact Period (1620 to Present)**

### **A Brief History of Boston**

No map or accurate description of the Shawmut peninsula pre-dating European settlement of the area has been identified to date. Reprinted historical accounts and Clough’s early-twentieth-century reconstruction map, however, indicate that the peninsula was some 2-miles long and 1-mile wide with a hilly topography dotted with ponds, springs, marshes, and coves. Numerous early accounts mention that the land was covered with scrub growth and few trees (Fischer 2000). The peninsula was connected to the mainland by a low, narrow neck. Dorchester Neck was a separate peninsula, similar in topography, which diverged from the mainland south of the narrowest portion of the Boston Neck. The entire area was interlaced with inlets, creeks, and rivers draining into broad tidal flats that edged the landforms.

One of the more notable topographical features was the range of three hills running east to west through the center of the peninsula. Referred to collectively as the Trimountain, the ridge comprised Pemberton (or Cotton) Hill on the east, Beacon Hill in the center, and Mount Vernon on the west. Cotton Hill and Mount Vernon effectively were razed during the nineteenth century to provide soil for the various landmaking efforts undertaken during that period, leaving Beacon Hill as the sole remnant of the once prominent landmark. Smaller rises also dotted the peninsula, including Fox Hill at the foot of Boston Common.

Following the arrival of the Pilgrims at Plymouth in 1620, the so-called “Old Proprietors” established isolated homesteads around the Shawmut. The Boston area was formally settled in 1630, when the Massachusetts Bay Company settled in Charlestown, and shortly thereafter crossed the Charles River and erected crude temporary shelters on the Shawmut peninsula, renamed Boston. Other members of

the company settled small towns in Dorchester, Newtowne (Cambridge), Watertown, and other surrounding areas. Throughout the period of the Great Migration (1630 to 1635) the population in and around Boston rose to several hundred people.

Small, swampy, and hilly, the Shawmut peninsula was a less than ideal choice for the establishment of an agrarian-based economy. What Boston did possess was a harbor “deep enough for the largest vessels from across the sea to anchor near the peninsula yet shallow enough along the shoreline of the Great Cove (Dock Square) to allow easy construction of wharves and piers” (Rutman 1965:40). By virtue of the harbor and its strong cultural and economic ties to London, Boston became the distribution center for New England’s mercantile trade. When England’s 1641 civil war disrupted this trade, the Massachusetts Bay Company opened lucrative trading routes to the West Indies. By the 1670s, Boston’s maritime trade extended to the British Isles, continental Europe, and the West Indies (MHC 1982).

Meanwhile, the settlements at Charlestown and Dorchester also continued to grow. These communities primarily were devoted to farming, while the islands in the harbor were used mainly for wood cutting and pasturage. The area now known as South Boston was used as farm and pastureland. Residential settlement began in 1673 and some slate quarrying occurred.

By the end of the seventeenth century, the port of Boston had become a center of regional and international commerce and, with the building of Long Wharf in 1710, emerged as the most important British port in North America. In addition to its thriving mercantile economy, the town also served as the social and political center for outlying areas. Yet several factors inhibited its growth, including the limited availability of natural resources from the agricultural hinterland and the drain on the town’s resources inherent in its colonial relationship to Britain (Mrozowski 1985). After mid-century, the town’s population actually declined, with new construction contained mostly within the existing topographical limits of the Shawmut peninsula (Whitehill 1968:38).

The surrounding towns, including Dorchester, remained largely agricultural; population grew slowly and there were a few farmhouses along Dorchester Neck. During the Revolutionary War fortifications were built and used here, especially facing Castle Island, and several houses and farm buildings were burned.

During the Federal Period (1775 to 1830) Boston emerged as the primary regional urban center of New England. Commerce, transportation, and governmental affairs increasingly concentrated in the town, and in 1822 a city charter replaced the town form of government. Major transportation links to the surrounding towns included the South Boston Bridge. The population tripled, and the city reached the physical limits of the old Shawmut peninsula. As a result, in the last quarter of the eighteenth and the first quarter of the nineteenth century, many of the prominent hills were leveled, and their gravel used to fill the marshes and coves to accommodate the increasing population. An ambitious development scheme commenced on Dorchester Neck, which was annexed to Boston in 1804 as South Boston (Whitehill 1968). An institutional fringe belt developed, primarily on filled land, along Boston’s outlying waterfronts, including South Boston (MHC 1982:67).

As the nineteenth century progressed, the Early Industrial Period (1830 to 1875) population and complexity of the city continued to increase. Between 1830 and 1870 immigrants streamed into Boston,

and by 1870 its population had reached 140,000. Despite boom and bust cycles brought on by the emerging industrial revolution and other national events, escalating density in the urban core coupled with residential expansion outward to new suburbs was the general trend. To meet the need for additional space, ambitious filling projects created new land in the Back Bay, the New South End, along the old waterfront, and in South Boston.

Accompanying this expansion was the creation of new transportation systems, including railroads, horse drawn omnibuses, streetcars, and ferries. The railroads grew rapidly, accommodating the vastly increased flow of goods created by the new mills and factories, as well as the burgeoning number of commuters from the towns surrounding the city. Soon a vast network of tracks covered areas on the old peninsula along the harbor, Back Bay and Charles River waterfronts, Charlestown, East Boston, and Chelsea; and industrial development clustered around them.

Many of the trends that characterized the first half of the nineteenth century continued during the Late Industrial Period (1870 to 1915), during which time Boston was the financial, industrial and trade center of New England (MHC 1981). Shoe and leather goods manufacturing and the wool trade dominated. Mixed manufacturing, shipping, and trade in dry goods, manufactured items, raw materials and wholesale foods were also important, but on the decline. During this period, the focus of manufacturing and maritime trade shifted from the old waterfront and downtown locations to South and East Boston and other fringe areas. The tidal flats of South Boston were filled for industrial development, the Fort Point Channel was defined with bulkheads, and the Albany Street area filled and lined with factories and wharves. Waterfront industrial areas expanded facilities for bulk storage and transfer of coal and petroleum products. Also during this period, numerous areas of parkland and parkways began to be developed along the Charles River, and the South Boston shoreline.

The Early Modern Period (1915 to 1940) marked the first noticeable decline in the steady growth and prosperity of Boston (Krieger and Cobb 1999; MHC 1982). Reduction in immigration after 1920, the increasing commercialization of the urban core and the expansion of the suburban ring all contributed to loss of population in the city center. Although the rapid transit system continued to expand, the rise in popularity of the automobile shifted emphasis from construction of railways and streetcar lines to improvement of roads, and many trolley lines were discontinued. New parkways and arterials such as Morrissey Boulevard channeled more cars into downtown. Shipping facilities along many of the waterfront areas declined in activity and gradually slipped into disrepair.

The physical, social, and economic fabric of Boston continued to change through the second half of the twentieth century, known as the Late Modern Period (1940 to present). Landfill activities were confined mostly to the areas around Logan Airport. However, the topography of the downtown area was radically altered in the 1950s and 1960s by the construction of the Central Artery, reconfiguration of lots and streets, large-scale urban renewal projects, and the development boom of the 1970s and 1980s. As manufacturing activities moved outside the urban area or ceased production, industrial facilities in areas such as South Boston were abandoned, and many were eventually demolished. Much of the extensive railroad trackage was also abandoned and/or removed during the mid- and late twentieth century.



Highway and urban renewal funds designated in the Federal Highway Act of 1956 and numerous federal housing acts in the 1940s through the 1960s provided municipalities with financing for downtown projects without using local taxes. This funding encouraged the master planning of designated urban renewal sites and partnerships between cities and private developers that had not occurred at the same scale before. The city of Boston used federal funding to implement the 56-acre Government Center Master Plan, which involved the demolition of and redesign of a portion of the West End/Scolly Square neighborhood that abuts the north side of the Red Line/Blue Line Connector project area. The architectural firm of I.M. Pei and Partners drafted the master plan for Government Center in 1960. Pei's plan incorporated the historic Sears Crescent Building, new zoning and massing requirements, pedestrian access, consideration of views, and monumentally scaled office buildings designed by collaborations of leading modern and post-modernist architects. Boston City Hall and Plaza formed the centerpiece of the master plan, and the design of city hall was subject to a national design competition won by the firm of Kallman, McKinnell, and Knowles with Campbell, Aldrich, and Nulty. The Expressionist style Boston City Hall opened in 1969 and is complemented by a complex of post-modern buildings including the John F. Kennedy Federal Office Building (1966–1967), the Massachusetts Health, Welfare, and Education Building/State Service Center (1970), Government Center Parking Garage (1970), and One Center Plaza (1966–1969) (Historic New England 2009:1–8; Southworth and Southworth 1984:25–33). The Government Center complex remains intact and is the frequent subject of architectural debates and study in downtown Boston.

### **The Development of Beacon Hill**

Beacon Hill, located in the “west end” of Boston, was one of the last areas within the original boundaries of the Shawmut peninsula to be developed for commercial or residential purposes (Grover and da Silva 2002). The Trimountain presented a topographic barrier to ready expansion, and resulted in the general isolation of that portion of the Shawmut until the early eighteenth century. The Trimountain area remained relatively undeveloped throughout the seventeenth century. Beacon Street was laid out along the south slope of the Trimountain in 1640, with Cambridge Street following seven years later. By 1722, 60 houses were in the area and ropewalks had been constructed in what is now the Bowdoin Square and Cambridge Street area (Figure 2-4). Several notable individuals did choose the south and west slopes of Beacon Hill as the sites for their homes, including John Hancock, who built his mansion in 1737 on the top of the hill just west of the summit, and the famous painter John Singleton Copley, who built his home there in 1768 (Bacon 1921).

The north slope of the Trimountain experienced limited settlement during the late seventeenth century and first half of the eighteenth century, with a good percentage of that development of a less savory nature. The low-lying, wet, and swampy quality of the land made it relatively unattractive to enterprising land developers and, perhaps for that reason, it became increasingly attractive to other sorts of entrepreneurs (Grover and da Silva 2002:23). As early as 1743, the northwest slope of the range was dubbed “Hell Hill” (Figure 2-5), and on a 1777 British military map of the city, Mount Vernon is labeled “Mount Whoredom” in reference to the district that flourished on its north slope, chiefly along Belknap (now Joy) and Southack (now Phillips) streets (Figure 2-6) (Whitehill 1968:71). This refuge for the “morally emancipated” likely developed as a consequence of its relative unattractiveness to land developers, and the fact that the illicit activities that reportedly went on there would be largely shielded from the prying eyes of the Boston authorities by the range of hills themselves.



Figure 2-4. 1722 map of Boston showing its early development and the approximate location of the Red Line/Blue Line Connector Project (source: Bonner 1722).



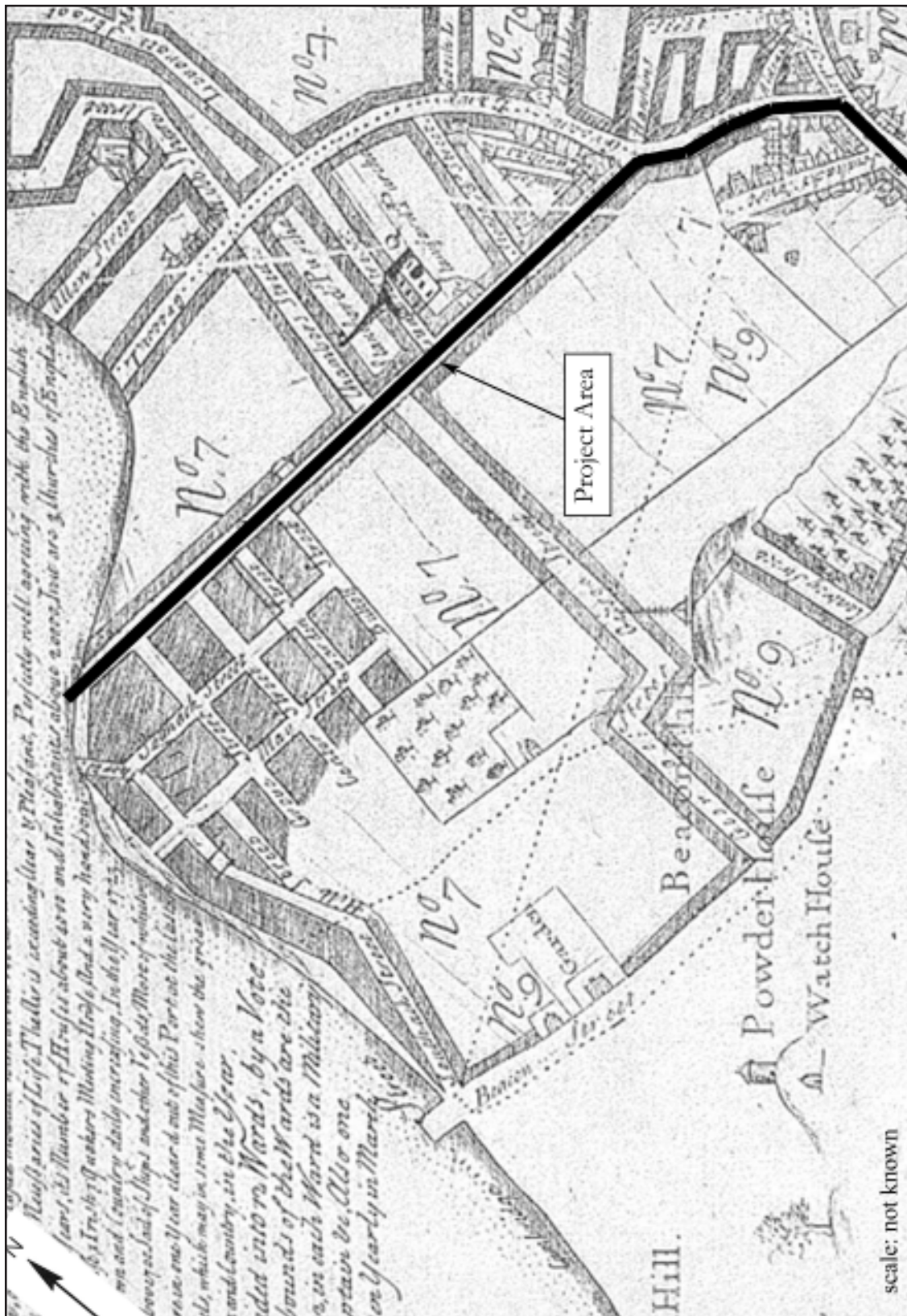


Figure 2-5. 1743 map of Boston showing the approximate location of the Red Line/Blue Line Connector Project (source: Price 1743).

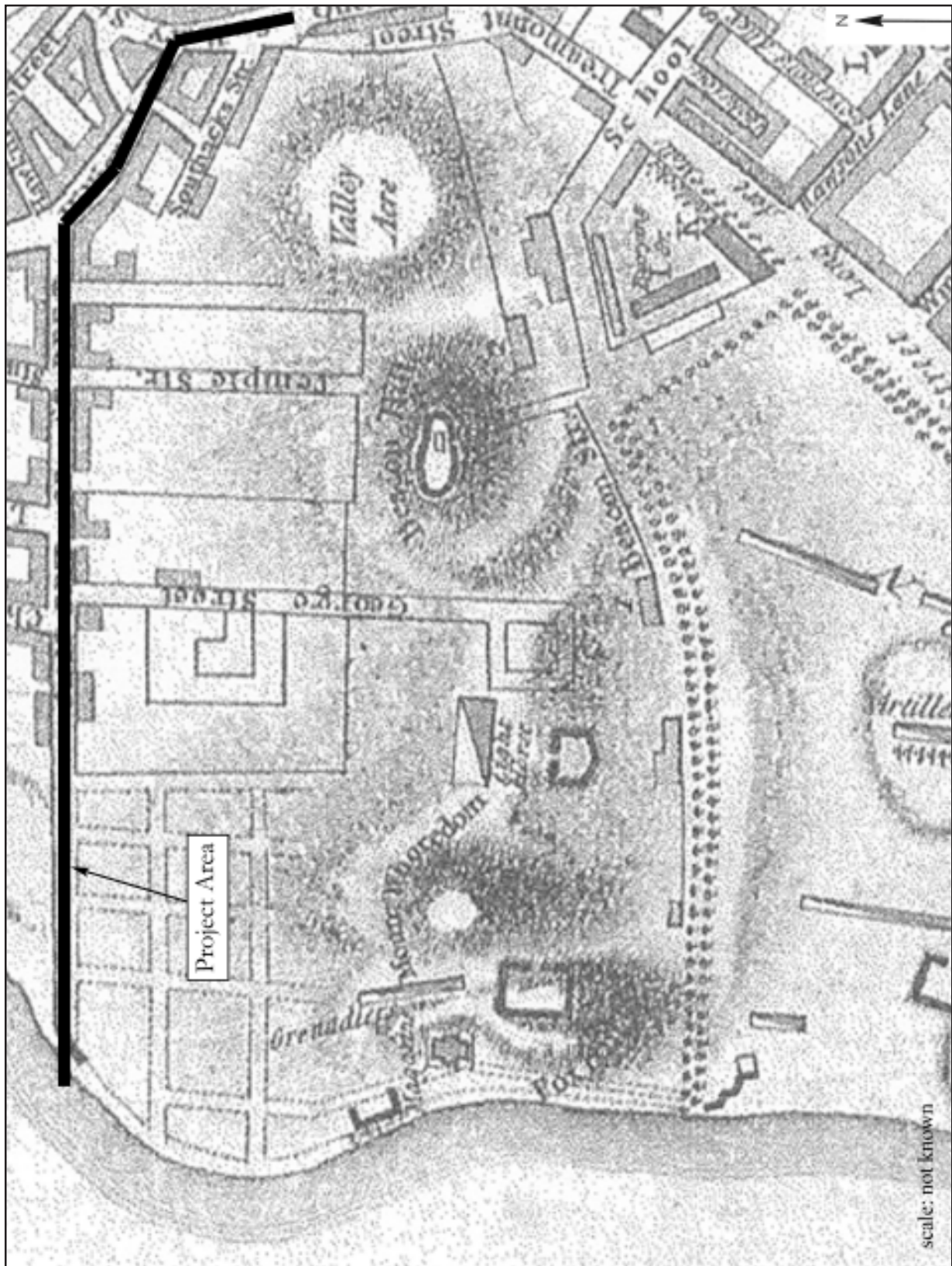


Figure 2-6. 1777 military map showing the location of “Mount Whoredom” and the approximate location of the Red Line/Blue Line Connector Project (source: Page 1777).



By the mid-eighteenth century, it appears that the north slope of the Trimountain also was being mined as fill for landmaking efforts across the peninsula, a trend that would accelerate during the upcoming century and eventually level the entire landscape feature. In 1758, Thomas Hodson turned the land that he owned on the north side of Beacon Hill into a gravel pit, the material from which likely was used to fill in the marshy ground at the Town Cove. While unpopular with his neighbors for this activity, Hodson continued to dig out the hill so that by 1764 the town claimed that the hill “was in very grave danger of being destroy’d” (Whitehill 1968:80).

During the American Revolution, the Trimountain area was fortified with British redoubts and housed a sizable royal military encampment (Figure 2-7). The western end of the range abutting the Charles River also was chosen as the location of a powder magazine. With the end of the war and increasing political, social, and economic stability, attention turned to the residential and commercial development of the Trimountain area. By the first half of the nineteenth century, the south slope of Beacon Hill had become a fashionable enclave for Boston’s elite, taking over that position from Fort Hill which would attract, in the next decade, a largely Irish immigrant community drawn by its proximity to the docks and the promise of employment (Seasholes 2003:59–61). The ascendancy of Beacon Hill as the locus of Boston’s wealth and the seat of its city government was made possible through the development of the Beacon Hill Flat, made land that today lies between Cambridge Street/Longfellow Bridge on the north and Beacon Street to the south.

Beacon Hill Flat was originally an area of mud flats in the Charles River estuary that lay at the foot of the steep bluff marking the edge of Beacon Hill, and its infilling marks one of the first large-scale landmaking projects in the early nineteenth century (Seasholes 2003:135). Sponsored in 1794 by the Mount Vernon Proprietors, a group of wealthy investors, the project called for leveling the western peak of Mount Vernon, creating Charles Street, and filling the mud flats west of the newly built street to create residential lots (Whitehill 1968:69–70, 79). This landscaping project also followed the 1787 decision to build a new state house, although construction did not get underway in earnest until 1803 (Figure 2-8). In the interim, the location for the new structure to be designed by Charles Bullfinch was sited on the south slope of Beacon Hill, a plan that shaped a prosperous and politically powerful future for that side of the hill. By 1805, the flat was nearly complete and house lots went up for sale.

Real estate sales on the south side of Beacon Hill languished during the first two decades of the nineteenth century in large part because the area was still actively being mined for land-making projects throughout the city. During the years 1810 and 1811, huge volumes of soil were excavated from its northeast and southwest corners for use in the infilling of Mill Pond. During this period, the summit of the hill was calculated to have stood approximately 60 feet higher than its present elevation and was marked by a columnar monument, dedicated by Charles Bullfinch, in commemoration of the American Revolution. Despite its choice for such a grand statement however, neither the City of Boston nor the Hancock family, both of whom owned tracts of land on Beacon Hill, could resist the money to be made from selling the prime fill material of Beacon Hill. Contemporary drawings show the once impressive rise as steeply dug away with houses perched perilously close to the edges of the excavations (Seasholes 2003:80–84; Whitehill 1968:81–84). By 1824, Beacon Hill was reduced to its final elevation, all of the streets were laid out, and the south slope emerged as an attractive settlement area for Boston’s elite.

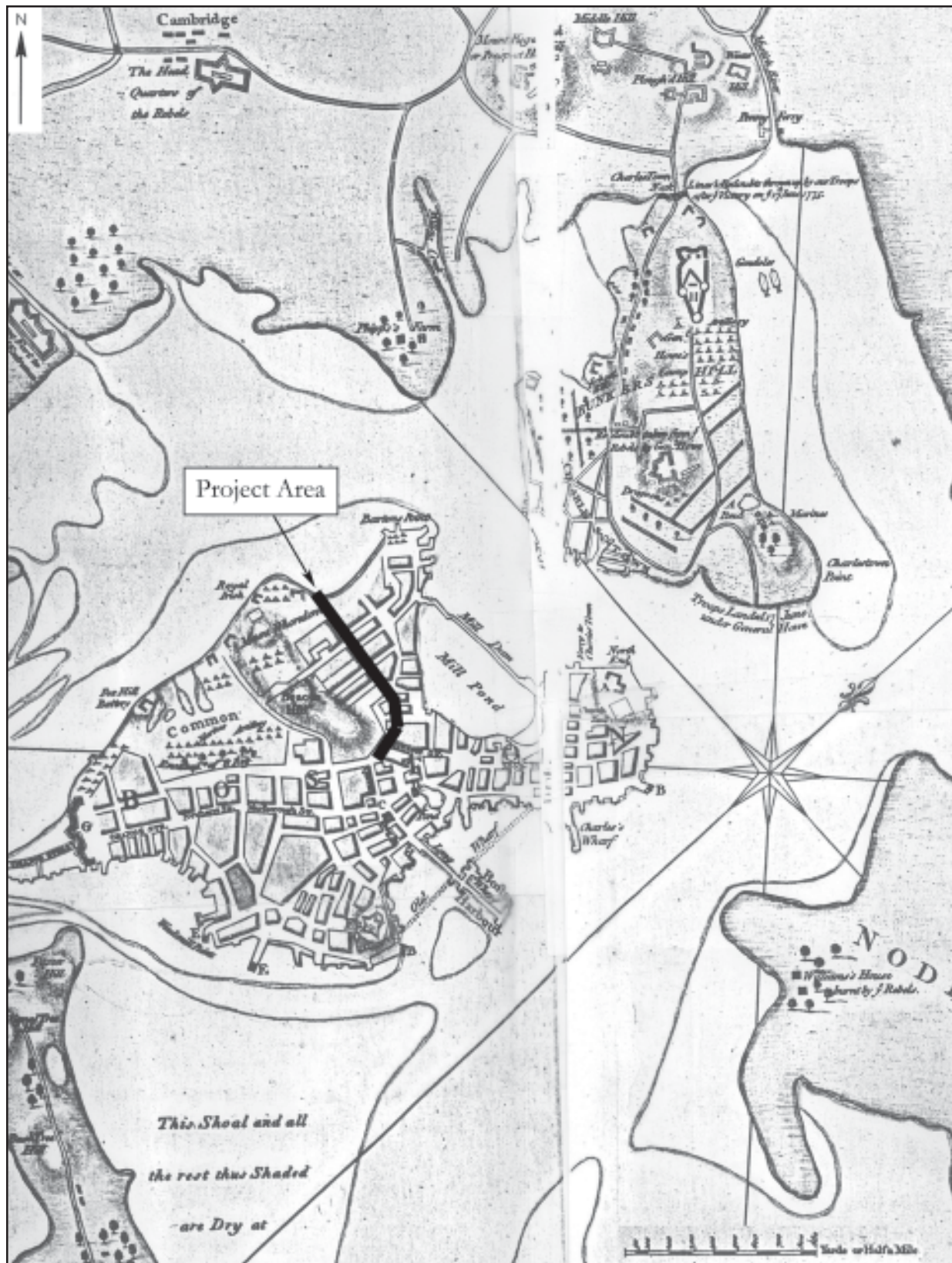


Figure 2-7. 1776 map showing the location of Revolutionary War-era military encampments throughout Boston and the approximate location of the Red Line/Blue Line Connector Project (source: Williams 1776).





Figure 2-8. 1800 map of Beacon Hill showing the area before the development of the south slope by the Mount Vernon Proprietors and the approximate location of the Red Line/Blue Line Connector Project (source: Carleton 1800).



Meanwhile, the north slope of Beacon Hill had developed as a center of the African-American community in Boston, many of whom had moved from the crowded North End to the comparatively open West End (Grover and da Silva 2002:25) (Figure 2-9). Unlike the planned streets and residences of the south slope, the north slope was characterized by a more organic development pattern, one which encouraged a maze of narrow streets and alleys packed with homes, taverns, tenements, and shops. The eastern side of the north slope of Beacon Hill was home to ropewalks, distilleries, and sugar houses, and provided a strong economic base for the working class families that settled there.

Throughout the mid- to late nineteenth century, Beacon Hill became the intellectual and artistic hub of the city and was home to an impressive roster of progressive social activists. Several prominent residents included Bronson Alcott, an influential educator who championed women's rights and was active in the abolitionist movement; Elizabeth Plamer Peabody, originator of the kindergarten in America; and a host of famous authors and politicians such as Henry James, Louisa May Alcott, Francis Parkman, and Henry Adams.

During the latter half of the nineteenth century, the history of the north slope of Beacon Hill became more intimately tied with the history of the West End. The West End, from the earliest years of settlement, had been an "urban fringe area", housing objectionable or undesirable industries behind the convenient visual barrier of the Trimountain (Seasholes 2003:109). Maps dating to the eighteenth century show a proliferation of ropewalks, shipyards, and copperworks crowded onto the narrow strip, and by 1800 a small portion of land was created on the northern tip to house the city's new almshouse. By mid-century, freestanding residential structures also began to emerge, a response to the shrinking land base in the center of the city.

By the mid to late 1800s, landmaking projects had expanded the West End to accommodate the enormous influx of Irish, Italian, and Jewish immigrants pouring into the city. Following the Civil War, the African-American community on Beacon Hill also swelled as newly freed individuals migrated to northern cities to start new lives. Many of these people spilled off of the hill into the West End and entered the patchwork of small, tightly-bound ethnic communities that had begun to define the character of that portion of the city (Figures 2-10 and 2-11). Tenement buildings began to replace what had formerly been single family homes, although many of the more high-style structures, similar to those on the south slope of the hill, remained. The African-American community on the north slope remained in place throughout much of this period, but gradually people began to resettle in the South End at the turn of the century as population pressures became more pronounced.

Urban renewal efforts during the 1960s and 1970s resulted in the almost complete demolition of the West End, including Federal Period structures similar in style and history to those on Beacon Hill. Beacon Hill was protected through early historic preservation efforts and retains much of its historical and architectural integrity. The south slope of Beacon Hill was designated as a local historic district in 1955, and a National Historic Landmark in 1962. The boundaries of the local and national districts were expanded in 1963 and 1972 to include the north slope of Beacon Hill.

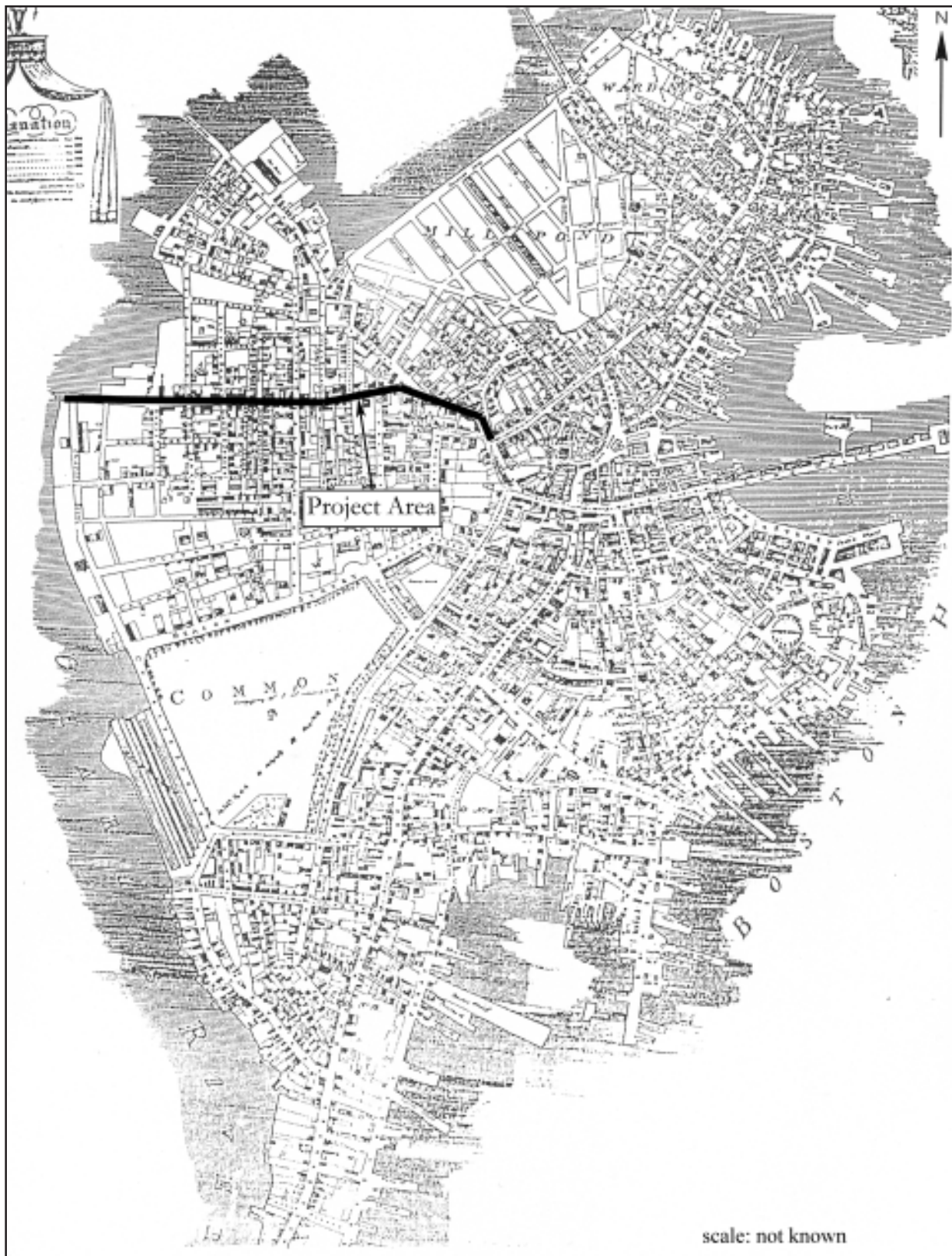


Figure 2-9. 1814 map of Boston showing the approximate location of the Red Line/Blue Line Connector Project (source: Hales 1814).



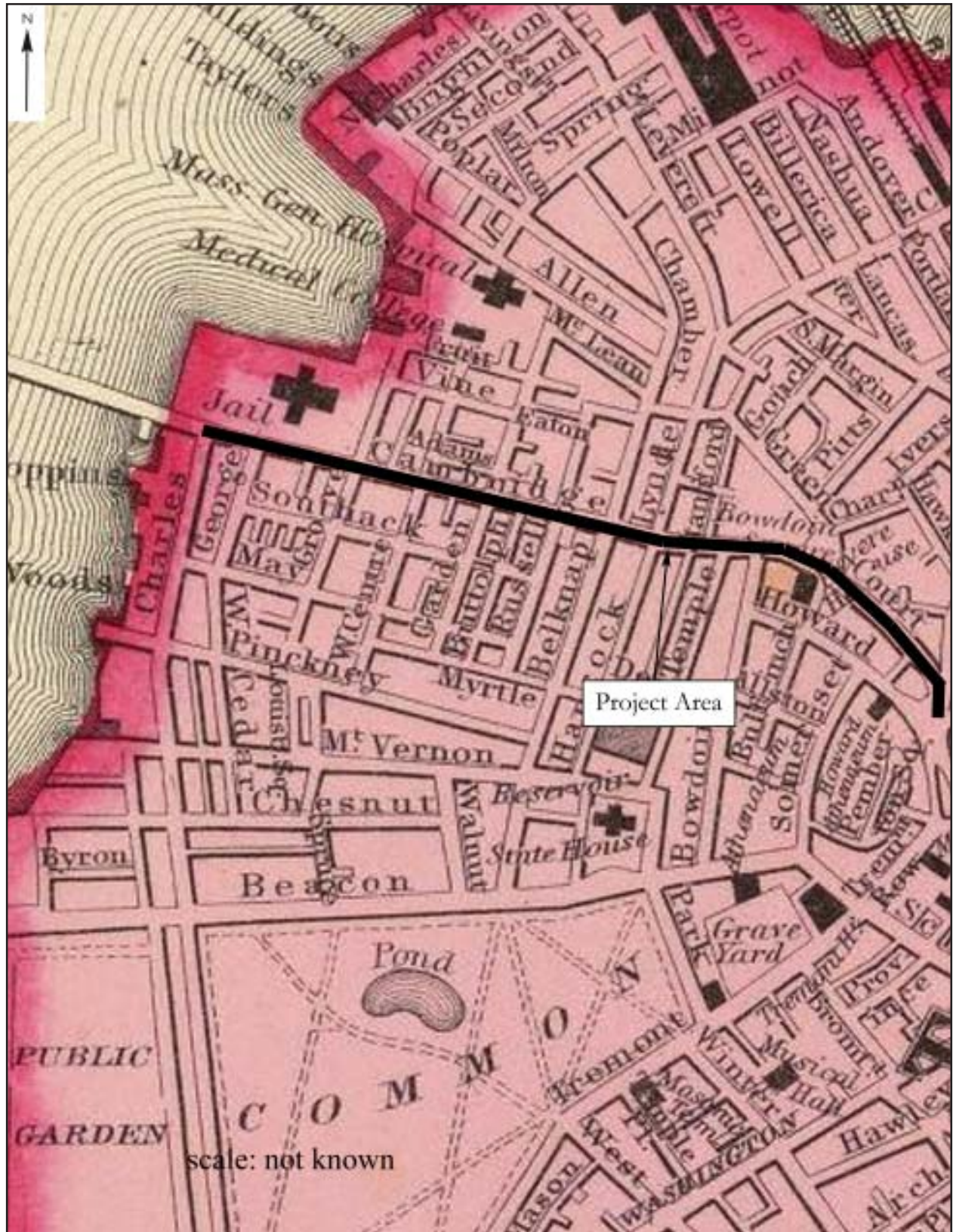


Figure 2-10. 1860 map of Boston showing the approximate location of the Red Line/Blue Line Connector Project (source: Mitchell 1860).



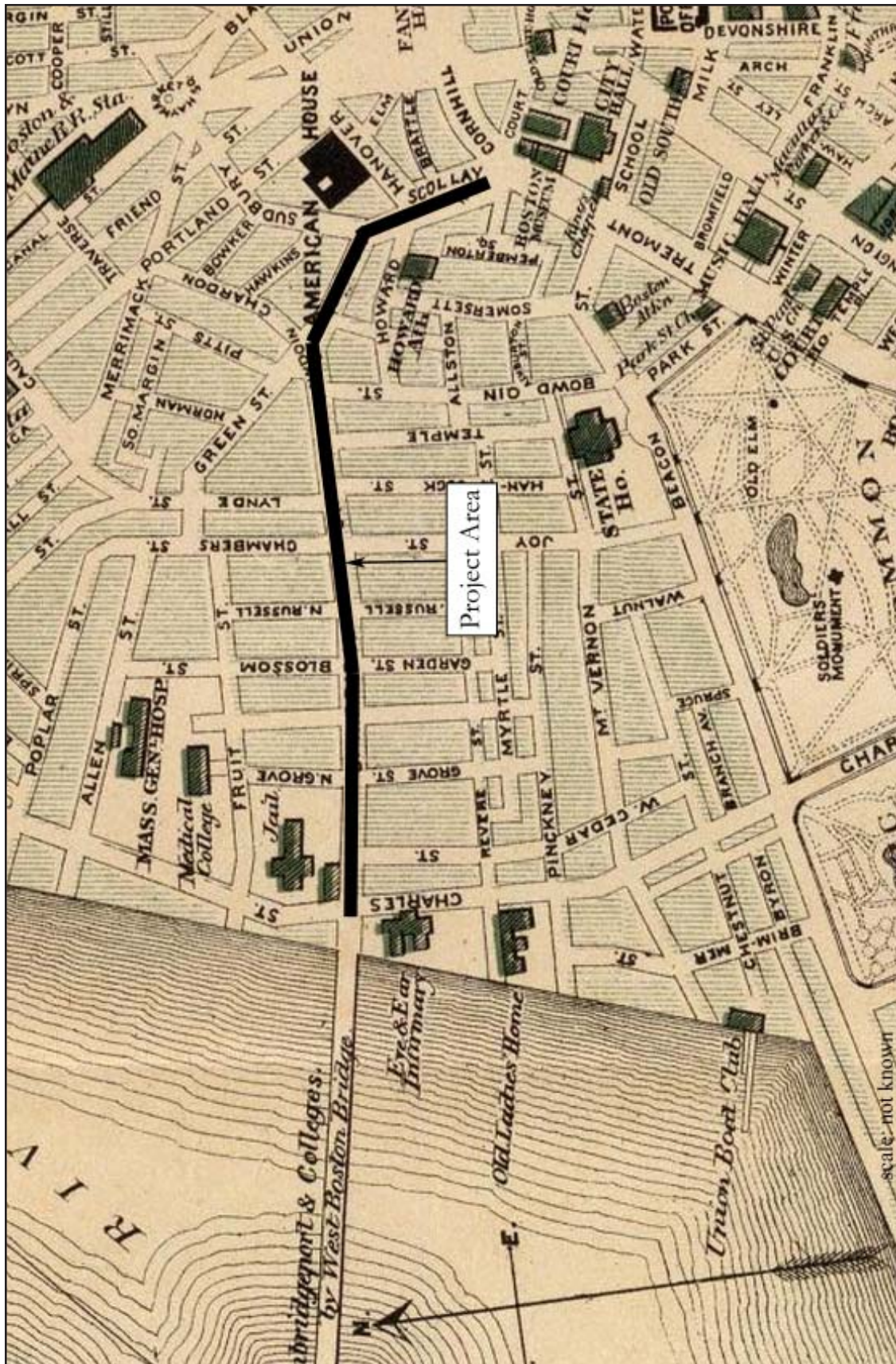


Figure 2-11. 1884 map of Boston showing the approximate location of the Red Line/Blue Line Connector Project (source: Haynes 1884).

## **MBTA Red Line and Blue Line**

The Red Line/Blue Line Connector project proposes to join two historic elements of the MBTA's rapid transit system. Both the Red Line and the Blue Line within the project area were constructed by the BTC, predecessor of the MBTA, in the early twentieth century (Figure 2-12). The Red Line, formerly known as the Cambridge Subway, was completed in 1912 and was a core element of the BTC's plan for rapid transit in the Boston metropolitan area. The portion of the Blue Line at Cambridge Street is part of the East Boston Tunnel Extension, which the BTC completed in 1916 as an addition to the original East Boston Tunnel of 1904.

### ***The Boston Transit Commission***

Both the Red Line and the Blue Line can trace their origins to 1891, when the Massachusetts General Court (MGC) appointed a Rapid Transit Commission to study transportation solutions for Boston. The Commission made a series of recommendations in 1893 to establish a rationalized mass transit system for the metropolitan area. Included were sketches of key portions of the current subway network, including a subway for streetcars in downtown Boston and elevated railways connecting Boston and Charlestown and Cambridge and Roxbury. In July 1894 the MGC acted on the Commission report and passed Statute 1894, Chapter 548; which established a public agency, the BTC, to design and construct the Tremont Street Subway (now part of the Green Line). The BTC was also charged with the construction of the East Boston Tunnel (now part of the Blue Line) and that portion of the Cambridge-Boston Subway in Boston (the Beacon Hill Tunnel, now part of the Red Line). In a public-private partnership unique to Boston, a separate private entity, the Boston Elevated Railway (BERy), was chartered to build the elevated to Charlestown and an elevated in Cambridge. The BERy was also given the right to lease the new tunnels constructed by the BTC for a term of 25 years (Architectural Preservation Associates [APA] 1984; BTC 1918).

The BTC made rapid progress in its appointed task to construct core elements of the Boston rapid transit system, setting a series of engineering milestones along the way. The Tremont Street Subway, the first subway in the United States, opened in 1897. Soon afterward, the BERy opened its elevated railway on the Charlestown to Boston route in 1901 (BTC 1904:13; Clarke and Cummings 1997; Stott 1984:41). Construction of the East Boston Tunnel between Maverick Station in East Boston and Court Street Station (now closed) downtown was finished in 1904. This original portion of the Blue Line was a significant achievement in the history of tunneling. It was only the second underwater tunnel constructed in the United States, it had the largest diameter in the world at the time of construction, and it was the "first successful example of walls made of fresh concrete [cast in place] in connection with shield tunneling" (APA 1984:30; BTC 1901:22; Stott 1984:41).

The Boston Transit Commission's term expired in 1918, at which time the responsibilities of the office were transferred to the Boston Transit Department. The BERy continued as the operating entity. In 1947, the Massachusetts General Legislature created the Metropolitan Transit Authority (MTA). The Commonwealth purchased the BERy's properties and those held by the City of Boston and transferred them to the new MTA. The MTA was in turn replaced with the MBTA by the General Legislature in 1964. The MBTA established its current system of subway and commuter rail color coding in 1965 (APA 1984; BTC 1918).



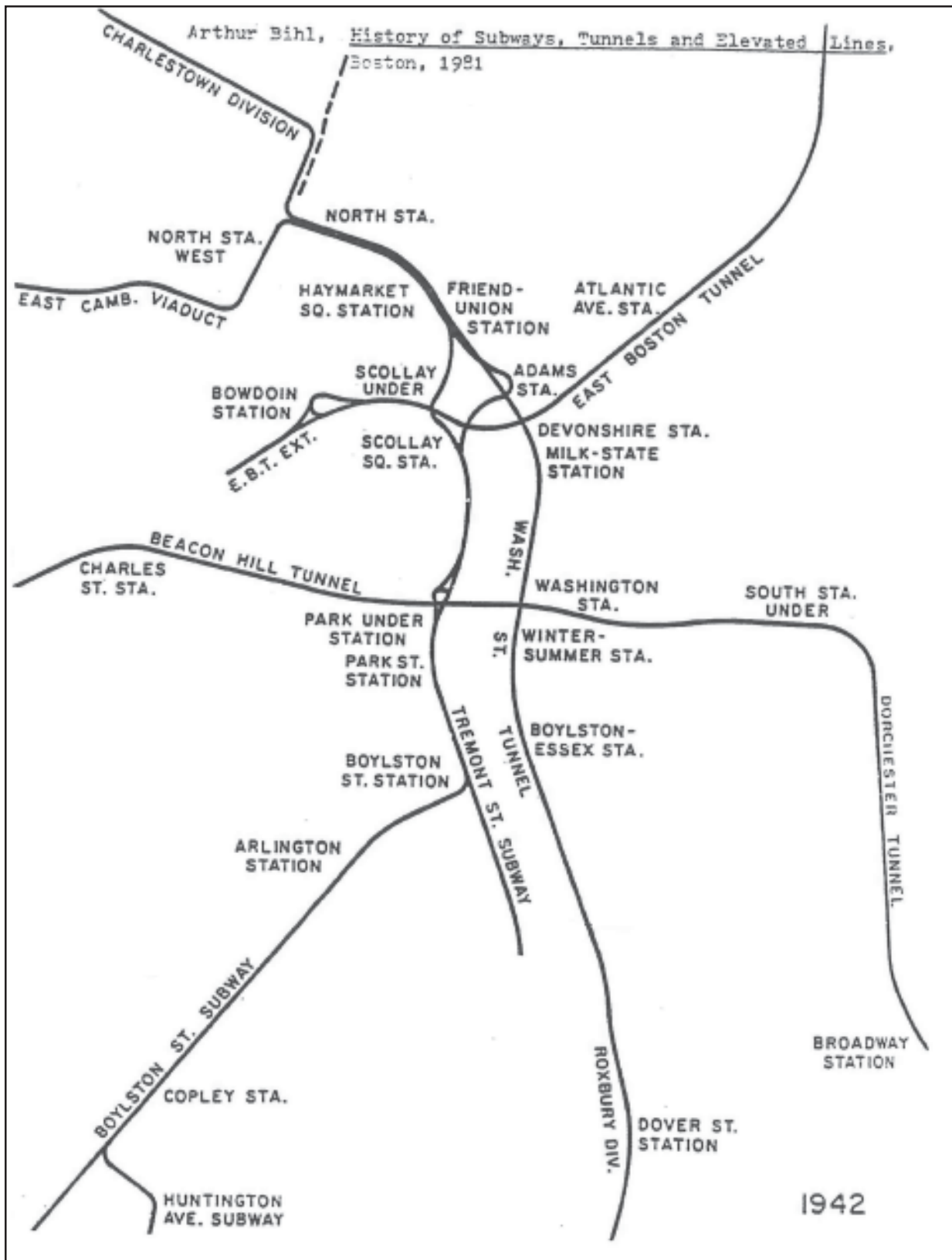


Figure 2-12. 1942 schematic plan of the Boston subway and rapid transit lines showing the locations of the Beacon Hill Tunnel, Charles Street Station, and the East Boston Tunnel Extension (source: APA 1984).

### *The Cambridge Subway*

The Cambridge Subway represented the fourth and final element of the BTC's original transit plan. This east-west line had been authorized in the MGC's 1894 legislation, but the final route was not determined until 1909. Rather than the elevated line as originally envisioned, a subway was constructed to appease interests in Cambridge. The original subway connected Harvard Square and Downtown Crossing (formerly Washington Station) and was completed in 1912. The BERY owned the charter for the portion of the subway in Cambridge and therefore built that portion of the line. George Kimball served as chief engineer for BERY and designed the subway in Cambridge. In Boston, the BTC constructed the subway under the leadership of chief engineer Edmund S. Davis.

A critical element of the Cambridge Subway was the crossing of the Charles River. As part of the 1894 enabling legislation, the MGC stipulated that the earlier West Boston Bridge be replaced with a new structure. The outcome of this legislation, the Longfellow Bridge, was completed in 1907 and incorporated space for rapid transit tracks. The BERY designed the section of elevated track, known as the Beacon Hill Tunnel Approach, connecting the Longfellow Bridge to the Beacon Hill Tunnel (Figure 2-13). This elevated used built-up, riveted, plate girder spans on concrete piers, a common railroad bridge solution of the period. The BTC used shield tunnel boring techniques to excavate the tunnel below Beacon Hill, augmented with hand work below Boston Common and Park Street Station. Charles/ MGH Station was not included in the original construction effort, but was added to the elevated in 1932 to better serve the local neighborhood and medical institutions (APA 1984; BERY n.d.; Stott 1984).

The BTC made additional plans for the extension of the subway into Dorchester while it was completing the Cambridge Subway. This extension, called the Dorchester Tunnel, was routed to terminate at Andrew Square and was completed in 1918 (Architectural Preservation Associates 1984). Later extensions carried the line south to Ashmont (completed 1928) and north to Alewife (1985) (APA 1984:21–24; Cudahay 1972:41–45).

### *The East Boston Tunnel Extension*

Original plans for the East Boston Tunnel called for a direct connection to the Tremont Street Subway at Government Center Station (now Scollay Square Station) in Boston. This never occurred. Instead, the East Boston Tunnel Extension project continued the tunnel to Bowdoin Square in the West End between 1912 and 1916 (Figure 2-14). The work proceeded under the direction of the Boston Transit Commission, with Edmund S. Davis as chief engineer. The extension entailed constructing 2,600 ft of new tunnel, Scollay Square and Bowdoin stations, a turning loop, and a surface incline in Cambridge Street. In order to continue the East Boston Tunnel's course past the Tremont Street Tunnel, the end of the East Boston Tunnel was lowered and the extension constructed below the Tremont Street Subway's Scollay Square Station. The tunnel ended at a now-demolished portal and incline with Neo-Classical Style ornamentation in the middle of Cambridge Street near the intersection with Joy Street (Figure 2-15). Tracks in the street continued from the incline across the Longfellow Bridge to Cambridge and the Eliot Shops. Court Street Station was permanently closed in 1914 during the course of tunnel construction (BTC 1915; Cudahay 1972; HMM 2008).



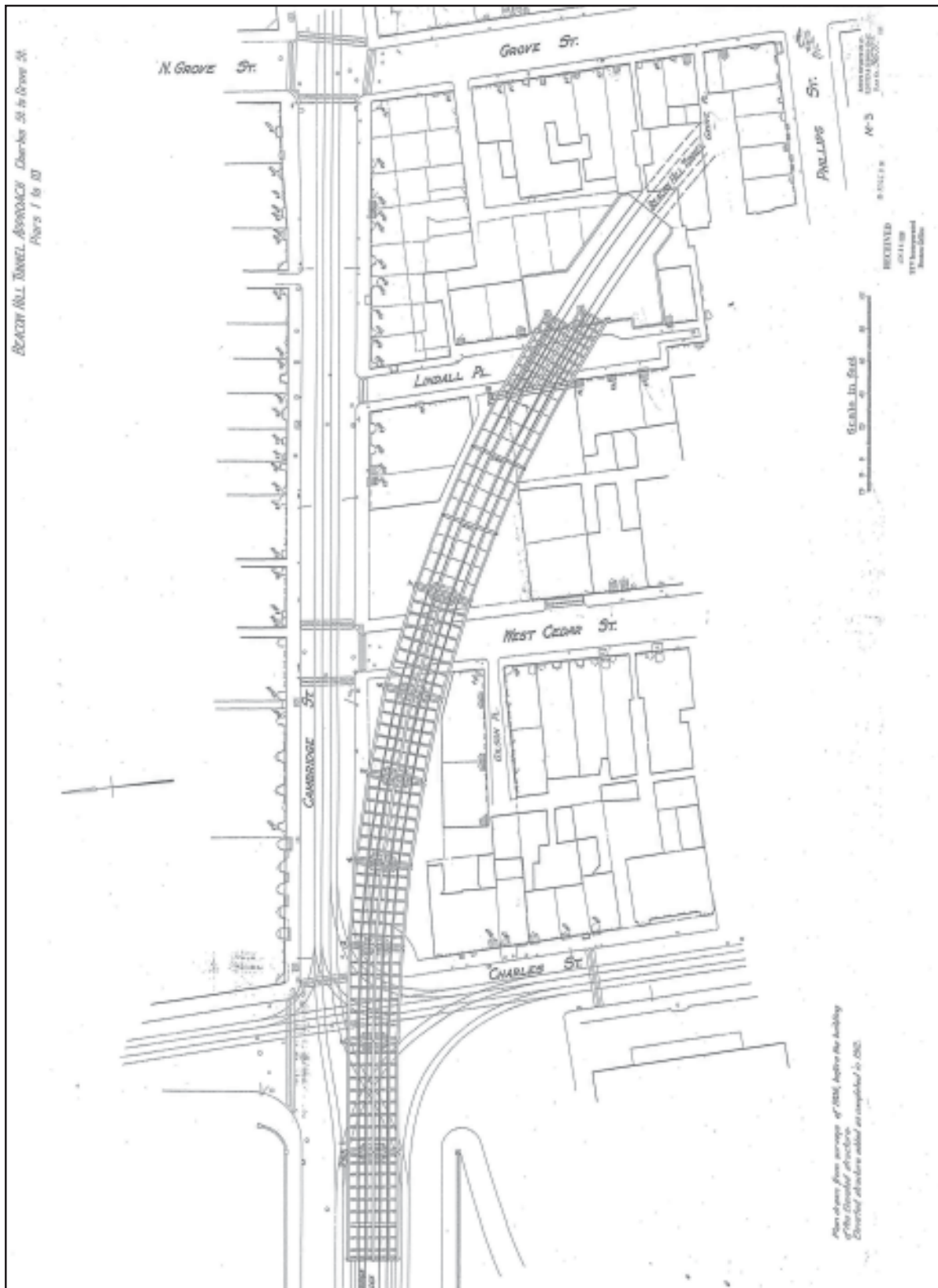


Figure 2-13. Plan of the Beacon Hill Tunnel Approach connecting the Longfellow Bridge and the Beacon Hill Tunnel in Boston (source: BERY n.d.).

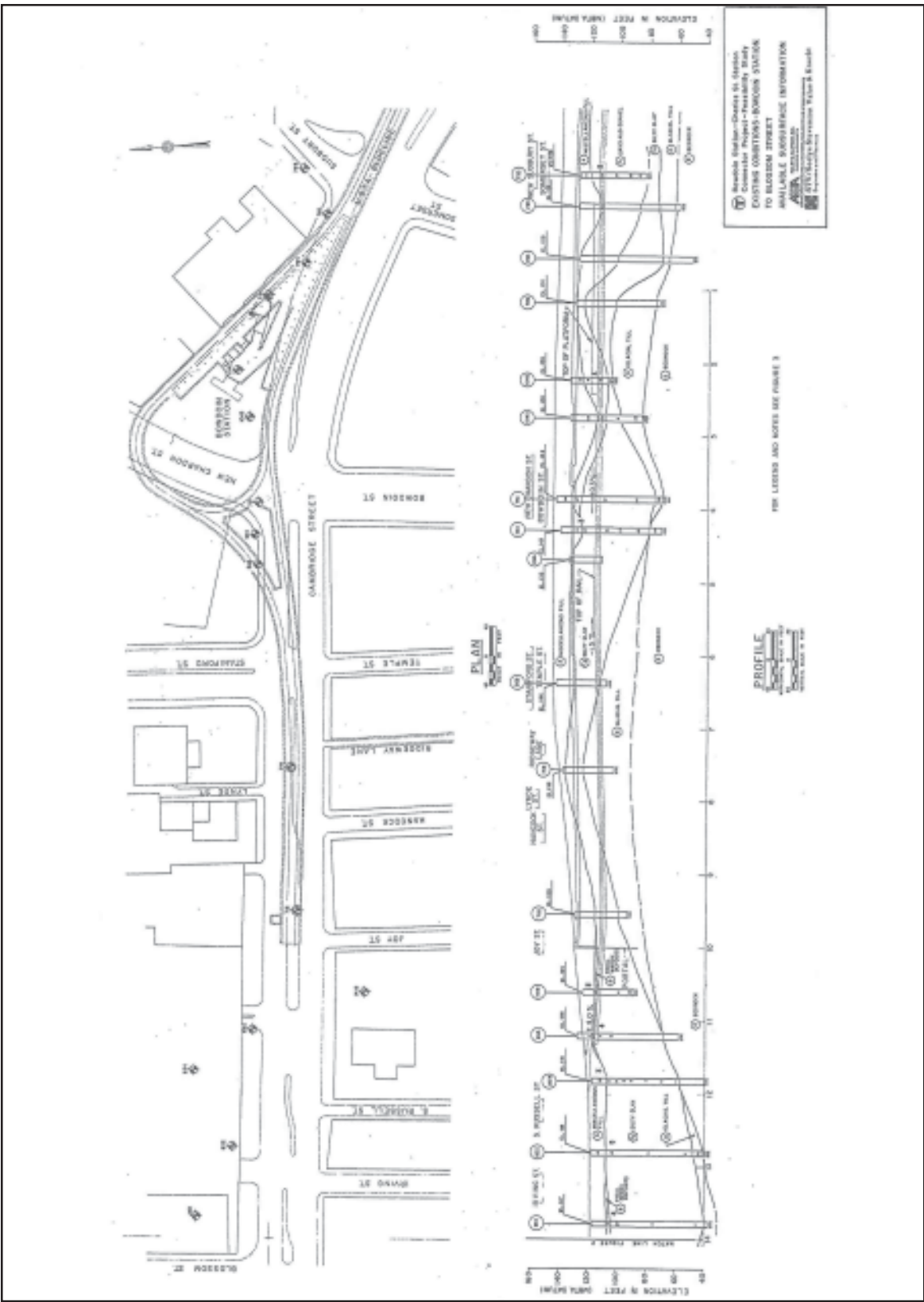


Figure 2-14. Existing conditions plan of the East Boston Tunnel Extension at Bowdoin Station and Cambridge Street. Not shown is the original incline in Cambridge Street between Joy and South Russell Streets. This structure was demolished in 1954 (source: Massachusetts Executive Office of Transportation 2007).



Figure 2-15. 1915 photograph of the Cambridge Street incline, looking east (source: BTC 1915).

The East Boston Tunnel Extension used construction techniques, structural engineering, and architectural treatments that had been tested and refined by the BTC through the construction of the original Tremont Street Subway, as well as the East Boston Tunnel, the Washington Street Tunnel, and the Beacon Hill Tunnel. Construction of the tunnel required both cut-and-cover and drift tunneling techniques. In the cut-and-cover method, tunnel walls were constructed first in trenches, and then the ground surface was excavated to a sufficient depth to construct the tunnel roof. Following the construction of the roof, laborers excavated the tunnel core and constructed the floor. The drift method was used where the new tunnel passed below existing structures, as at Government Center. In this method, small tunnels (drifts) were excavated for the sidewalls, then cross drifts dug for any necessary shoring or underpinning. Ceiling cross beams were then placed across the shoring and underpinning, and the remainder of the tunnel excavated and constructed. The two-track tunnel structure used a combination of structural steel and reinforced concrete (BTC 1913, 1914, 1915; HMM 2008).

Stations on the East Boston Tunnel Extension included Government Center and Bowdoin Station. Interior finishes included plaster ceilings and upper walls and lower walls of white terrazzo accented with bands of colored tile on the walls. These were typical treatments found in BTC construction that designed for maximum visibility and ease of maintenance. Stations in the Boylston Street Subway, which was constructed at the same time, used a similar architectural treatment. (APA 1984:31; BTC 1915:40, 45; Clarke and Cummings 1997:39; HMM 2008; Stott 1984:42).

Increased traffic on the line ca. 1910–1920 prompted the BTC to reconfigure the East Boston Tunnel and East Boston Tunnel Extension for rapid transit service. Overhead catenary was removed from the

tunnel in 1924 and replaced with third rail power to allow new, larger rapid transit cars on the line to replace trolleys. Platforms at all existing stations were raised for new rapid transit trains. The Blue Line was extended north to Revere in 1954. At this time, the Cambridge Street incline was closed, as new maintenance facilities were constructed at Orient Heights that replaced the Eliot Shops (APA 1984:32; Belcher 2007:271; Cudahy 1972:51; HMM 2008; Stott 1984:42).

## CHAPTER THREE

### RESULTS AND RECOMMENDATIONS

#### Archaeological Resources

##### Previous Surveys

###### *MBTA Bowdoin/Charles Connector Project*

The 1987 (Bower et al.) reconnaissance survey of the proposed MBTA Bowdoin/Charles Connector Project was conducted for a project area that extends from the west side of the New Chardon and Bowdoin streets (location of the Bowdoin Station), west along Cambridge Street to the west end of the Charles Street Station. The north/south boundaries were the back of the sidewalk line of Cambridge Street and including all of Charles Circle. This project area encompasses the current project alignment, which lies just east of the Charles Circle including the new Charles/MGH Station headhouse and extends east to Government Center, although the current project will likely only extend to the eastern end of Bowdoin Station.

The 1987 survey consisted of extensive historical background research and field monitoring of all soil borings conducted by Guild Drilling Company for Goldberg-Zoino & Associates, Inc. (GZA). The project archaeologists selected the internals at which split spoon (2-inch diameter) samples were taken until it was determined that non-cultural levels had been reached and all recovered artifacts were recorded. Research consisted of a review of secondary sources on the history of Boston and project area as well as specific primary sources including Boston Tax Assessor records, eighteenth- and nineteenth-century town and atlas maps, and prints, photographs, and illustrations on file at various local repositories (e.g., Bostonian Society, Massachusetts Historical Society, and the Society for the Preservation of New England Antiquities (present Historic New England). Archaeological reports of the Boston area were also reviewed and the late Dr. Clifford Kaye's notes about the demolition and site preparation for the construction of the Charles River Plaza were also studied.

The 1987 study of the project area concluded that there were little to no potential for intact significant pre-contact/contact or post-contact period archaeological resources within the majority of the project area. This was because of construction impacts related to the existing Blue Line tunnel (including the tail track section) and Bowdoin Station, and the presence of numerous underground utilities and widening of Cambridge Street. The study also concluded, however, that the section of new tunnel alignment in Cambridge Street between Joy Street and the Charles Circle had potential for the presence of significant pre-contact/contact period resources. This area was thought to be originally tidal cove associated with the Charles River and deeply buried fish weir remains could be present below historic and modern period fill deposits.



Two areas were also noted to have the potential to contain significant post-contact period resources. One of these was in the lots east and west of Lindall Place at the west end of Cambridge Street. These lots were occupied by Afro-Americans in the first half of the nineteenth-century, and later structures were never erected here. Similarly, the city park on the north side of Cambridge Street between North Anderson and Blossom Street was noted as having the possibility to contain significant archaeological resources related to the early West Boston Community and the Afro-American community. The current park site was owned by Joseph Scarlett, a mid-nineteenth-century chimney sweep and prominent member of the black community. Further research was recommended at these locations if they were to be impacted by the project. Cleared lots north and south elsewhere along the Cambridge Street right-of-way were also called out for their potential to contain similar significant post-contact period resources where further research and field investigations would be needed if project impacts were planned.

### ***Blue Line Modernization Project***

The 1993 (Strauss) reconnaissance survey for the proposed MBTA Blue Line Modernization Project was conducted for a project area that extends from the east side of New Chardon and Bowdoin streets (location of the Bowdoin Station loop) to Government Center Station along Cambridge Street, and then east along Court Street and State Street to the State Street Station. This project area encompasses the current project alignment between the Bowdoin Station loop and Government Center Station, although the proposed work may not extend beyond the east end of Bowdoin Station. The 1993 survey was primarily focused on proposed construction within the existing Blue Line tunnel and station area, two of which had new construction that penetrated from the ground surface into the subway stations at Government Center and State.

The 1993 survey consisted of background research, an assessment of existing conditions including review of geotechnical data and underground utilities, and a site walkover. The study concluded that intact pre- or post-contact sites are unlikely to exist in any of the proposed project work areas, including the tunnel along Cambridge Street and the Government Center Station work areas, because of extensive disturbances resulting from the twentieth-century subway and station constructions and modifications, and presence of numerous underground utilities. No further archaeological investigations were recommended for the project.

### ***Longfellow Bridge Rehabilitation/Restoration Project***

An archaeological assessment was undertaken in 2005 for the Longfellow Bridge Rehabilitation/Restoration Project in Boston and Cambridge, Massachusetts. This Massachusetts Highway Department project included the Charles River channel within and surrounding the bridge span and the two bridge approach areas extending approximately 250 ft from each shoreline. The current project area abuts this project area in the Charles Circle area of Cambridge Street. The 2005 archaeological assessment provided a historic shoreline reconstruction of the Boston and Cambridge shorelines adjacent to the bridge abutments/approaches and determined the potential for any significant submerged and/or terrestrial archaeological resources to be present in project work areas.

The 2005 assessment consisted of primarily of an archival review, synthesis, and analysis of existing primary and secondary documentary and cartographic sources, including sources specific to the history

of landmaking in Boston and along the Charles River (Haglund 2003; Seasholes 2003) that were not available at the time of the previous 1987 and 1993 reconnaissance surveys of Cambridge Street. The historic shoreline reconstruction and detailed bridge component historical assessment indicated that there was no potential for significant pre-contact/contact and post-contact period archaeological resources within the river channel and bridge approaches in Cambridge and Boston. Prior to the construction of the Longfellow Bridge at the turn-of-the-century, there may have been archaeological evidence of Native American occupations (e.g., fishing stations or fishing weirs, shell middens) in the far-reaching tidal flats, particularly on the Cambridge side of the river. However, the documented late-eighteenth- through late-nineteenth-century trenching/drainage of the marshes, dredging in the river channel, and shoreline reconfigurations, all occurring within filled and made land, most likely obliterated any intact surfaces that may have been present. The subsequent twentieth-century highway constructions and bridge approach reconfigurations related primarily to Storrow and Memorial Drives and the MBTA Red Line rapid transit stations and platforms likely further obliterated any remnant landscapes from the eighteenth through late nineteenth centuries that may have survived in proximity to the Longfellow Bridge. The original (pre-1630) shoreline location was well inland of the Boston side of the bridge abutments, being close to the present-day intersection of Cambridge Street and Anderson Street as determined by Seasholes (2003). Given these factors, no significant archaeological resources were expected anywhere within at least a 500–1000 ft radius of the Longfellow Bridge substructure on both sides of the river, and no further archaeological investigations were recommended.

### **Current Assessment of the Project**

The Red Line/Blue Line Connector Project overlaps the Bowdoin/Charles Connector Project and Blue Line Modernization Project work areas previously studied in 1987 and 1993. A review of these projects and the data they used to analyze and assess the project work areas within the Cambridge Street right-of-way, Bowdoin Station, and Government Center Station confirms that the majority of the current project is assigned a no to low archaeological sensitivity (Figures 3-1a and b). There are no recorded archaeological sites in these areas (MHC site files). However, contrary to the conclusions of the 1987 study that the original (pre-1630) shoreline extended as far east as Cambridge and Joy Streets, the 2003 landmaking study done by Seasholes indicates that the shoreline did only extend as far east as Cambridge and Anderson streets (Figure 3-2). Therefore, the high archaeological sensitive area of pre-contact/contact period potential for Native American fish weir and shell midden resources extends from Anderson Street west to Charles Circle.

Soil borings collected along the Cambridge Street right-of-way for the 1987 project indicate the presence of organic silt and peat and silty sands beneath the fill deposits, beginning at about 10 ft below ground surface near Anderson Street and extending to 44.5 ft deep at the west end of Charles Circle at Cambridge Street. A pocket of organic deposits was observed east of Anderson Street, and it was interpreted as having been mixed with fill deposits. The organic silt, peat, and sand accumulated in the tidal flats of the Charles River estuary that were filled during the nineteenth and twentieth centuries. The organic stratum is described as containing trace levels of shell fragments and fibrous or fine-grained peat. The thickness of this stratum ranges from 0 to approximately 28 feet, with the area of greatest thickness being within Charles Circle. The organic stratum extends in a continuous line from just east of Lindall Place to the west side of Charles Circle. Silty sands are present above and below the organic stratum (GZA 1987, Volume V).



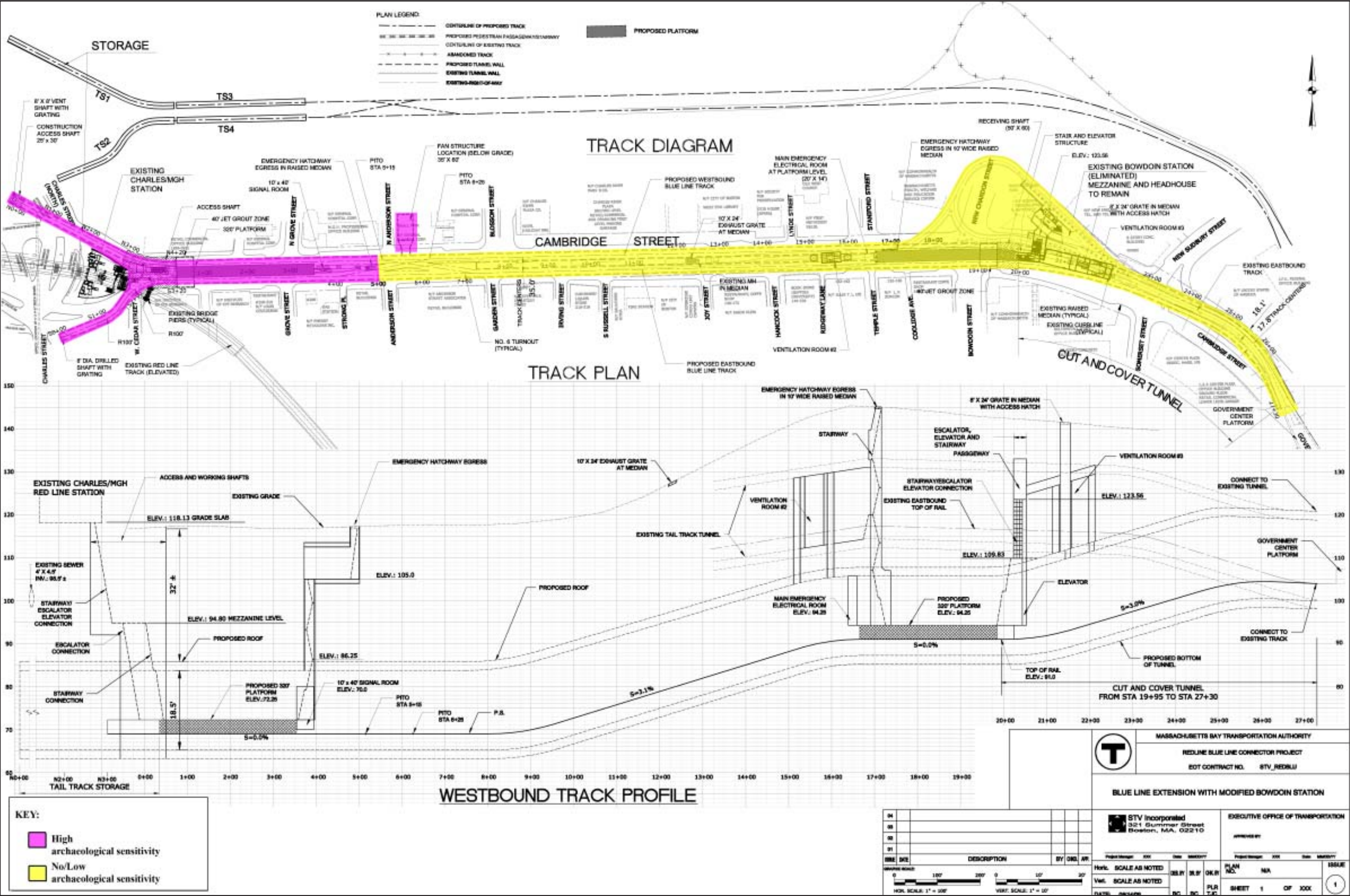


Figure 3-1a. Archaeological sensitivity map of the Red Line/Blue Line Connector Project.



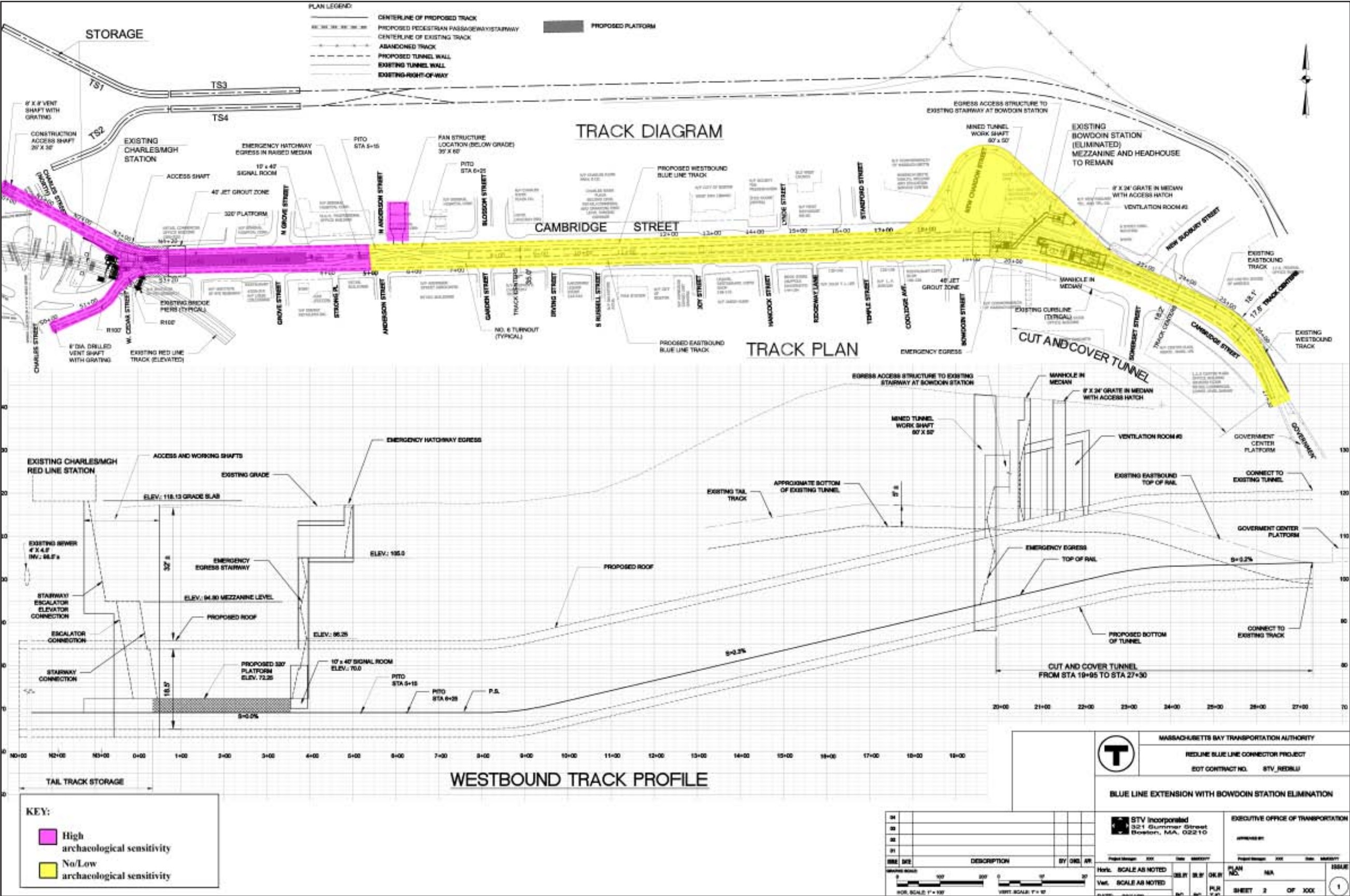


Figure 3-1b. Archaeological sensitivity map of the Red Line/Blue Line Connector Project.



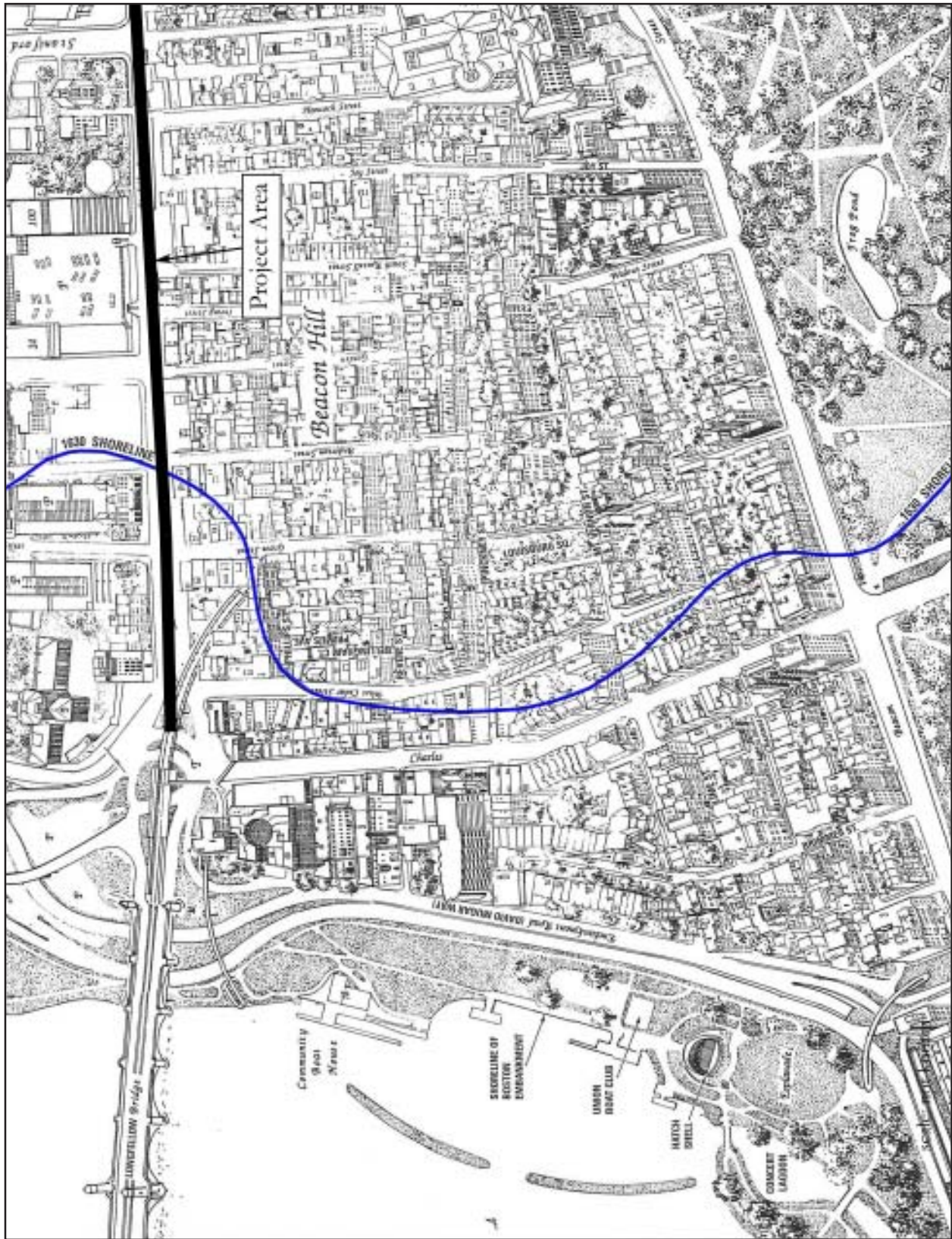


Figure 3-2. Map showing the modern configuration of Beacon Hill and Cambridge Street and the circa 1630 shoreline, illustrating the filled land comprising Beacon Hill and Boston's West End (source: Seasholes 2003).



Soil borings collected for the more recent Charles Street/MGH Red Line Station Improvements Project confirmed the presence of an organic (former tidelands) stratum beneath the historic/modern fill deposits and overlying the glacial clay and till in the former river bottom. The organic soils are shallowest and thinnest at the east side of Charles Circle and thickest and deepest at the west end in what would have been the original river channel. These depths range from 18.5 to 27.5 ft below surface at the east side of the Circle to 28 to 48 ft below surface at the west side. The organic strata is described as brown to dark gray to black silt and silty sand with shells encountered in all of the soil borings below the fill deposits. Several of the boring locations contained thin lenses of brown fibrous peat that do not appear in the soil profiles as separate strata. This material was similar in appearance to the organic silt but had discernable matted remains of plant materials (e.g., roots, fibers). The thickness of the organic stratum ranged from about 4 to 14 ft east of the existing station and from about 13 to 30 ft west of the station (GEI 2001).

Based on the 1987 and 2001 soil borings data sets, which also include all previous soil borings information conducted in/around Cambridge Street and Charles Circle for other projects, the west end of the Red Line/Blue Line project area extends beyond the 1630 shoreline and into the tidal estuary known as the “West Cove” along the western shore of the original Shawmut Peninsula. The soils boring data corresponds to the approximate location of the 1630 shoreline at Cambridge and Anderson streets, as depicted by Seasholes (2003) (see Figure 3-2). Both the soil borings data and Seasholes (2003) indicate a shoreline that is roughly 800 ft farther west than suggested by Bower et al. 1987 as part of the archaeological assessment for the Bowdoin/Charles Connector Project. As a result, the archaeologically sensitive area for primarily pre-contact/contact period Native American resources is reduced to an approximately 600-ft long section of the Cambridge Street work area and for the new tunnel section between the Blue Line Bowdoin Station tail tunnel and the Charles/MGH Red Line Station. The proposed underground tunnel tail tracks that extend north and south of Charles/MGH Red Line Station are also within the high sensitivity area.

As discussed above, the small city park located at the east corner of Cambridge and North Anderson streets was previously identified as a sensitive area from the ground surface down to subsoils for early post-contact period resources. There could also be deeply buried pre-contact/contact (Native American) resources. Interim Project plans proposed an underground ventilation structure with associated surface elements (emergency egress stairway and exhaust grate) within the park. However, these work elements are now proposed within the Cambridge Street right-of-way.

### **Archaeological Survey Recommendations**

Based on PAL’s review of available materials, the belowground APE for the Red Line/Blue Line Connector Project contains areas of no/low and high archaeological sensitivity. The no/low sensitive areas encompass the existing Blue Line Tunnel sections in Cambridge Street, the existing Bowdoin Station including loop turnaround and the entire Government Station underground complex. The high sensitivity area extends from Anderson Street in the Cambridge Street right-of-way west to and including the Charles Circle where new tunnel is proposed using either cut and cover or mining methods. The archaeological sensitive stratum is primarily contained to the organic/peat deposits situated beneath the fill with top depths that range from about 10 ft at the east end to about 28 ft at the west end. This organic/peat substratum is a remnant of the pre-contact/contact period tidal estuary mudflats that encircled

the Shawmut Peninsula. It has a high potential to contain significant Native American fish weir and possibly shell midden resources. A small park located at the east corner of Cambridge and North Anderson streets is also a high sensitivity area from the ground surface down to subsoils for both pre-contact/contact and post-contact archaeological resources; however, no work is currently being proposed in the park.

The cut and cover construction of the proposed tunnel connector and new Charles Street/MGH Red Line Station headhouse will likely impact archaeologically sensitive strata that extend from approximately 10 to 28+ ft below ground surface. Additional archaeological investigations would be needed in the high sensitivity strata to locate, identify, evaluate, and record significant cultural deposits. Since ground disturbances in the project construction work zone would require the relocation of underground utilities, traffic closures and rerouting, and deep cut and cover excavations, any further archaeological investigations would probably need to be developed and implemented as part of the construction phase of the project.

## **Historic Resources**

### **Project Area Characteristics**

The Red Line/Blue Line Connector Project study area is a dense urban corridor that extends along an approximately one-half-mile section of Cambridge Street between Government Center Station (east) and Charles/MGH Station (west) through the Beacon Hill and West End neighborhoods of Boston, Massachusetts. The project overlaps the Bowdoin/Charles Connector Project and Blue Line Modernization Project work areas previously studied in 1987 and 1993. The underground subway component also includes Bowdoin Street Station located at Cambridge and Bowdoin streets. The current appearance of the project area is illustrated in Figures 3-3 through 3-6.

Cambridge Street is an east-west urban arterial that connects traffic between downtown Boston and Interstate-93 on the east, past Storrow Drive on the east bank of the Charles River, over the Longfellow Bridge to Memorial Drive in Cambridge. In the project study area Cambridge Street is comprised of four traffic lanes with a central raised median and turning lanes, parallel parking, painted crosswalks, and sidewalks on both sides. The median and sidewalks are constructed of brick with granite curbs, and provide space for plantings, road signage, and street lights. The east end of the project area consists primarily of high rise government and business office buildings with public open space, including Boston City Hall and Plaza. West of Staniford Street, the area contains mixed land uses with one to four-story commercial buildings lining the edges of Cambridge Street, various institutional buildings, and a number of historic buildings. The Old West Church/West End Church and Harrison Gray Otis House NHLs are on the north side of Cambridge Street at Lynde Street. The north boundary of the Beacon Hill Historic District runs parallel to the project and slightly overlaps into the southern edge of the APE, between Embankment Road and Charles Street (west) and Bowdoin Street (east). The district is separated from the project construction limits within Cambridge Street by the building lots fronting the street. The west terminus of the project area is defined by the Massachusetts General Hospital campus, Charles/MGH MBTA Station, the Charles River Embankment, and the Longfellow Bridge east approach. Viewsheds from the area toward the project construction site include direct views from



Figure 3-3. View looking southeast from Blossom Street at Cambridge Street.



Figure 3-4. View looking southeast from Government Center plaza.





Figure 3-5. View looking southwest on Cambridge Street toward Charles/MGH Station.



Figure 3-6. View looking north toward Cambridge Street from the corner of Phillips and Irving streets, in the Beacon Hill Historic District.

all properties immediately adjacent to Cambridge Street and indirect or intermittent views along side streets in the surrounding neighborhoods.

### Reconnaissance Survey Summary

The historic resources reconnaissance survey identified a total of 48 resources (2 districts and 46 individual properties) within the historic resources APE, and 15 of these resources have been evaluated as historic properties. Of these, one district and two individual properties are designated as NHLs; and one district and two individual properties are listed in the National Register. An additional five individual properties were previously determined eligible for listing in the National Register by the MHC, including the Charles/MGH Station. However, this station lost architectural integrity through recent demolition and new construction and is now recommended as not eligible. Four of the individual properties surveyed were recommended for further intensive study and National Register eligibility evaluation. A numerical summary of all the historic resources surveyed within the project area is provided in Table 3-1.

**Table 3-1. Summary of Properties Surveyed at the Reconnaissance Level in the Red Line/Blue Line Connector Project APE for Historic Resources.**

	<b>Properties Surveyed within APE</b>	<b>National Historic Landmarks</b>	<b>National Register Listed</b>	<b>Determined Eligible by the MHC<sup>1</sup></b>	<b>Recommended Potentially National Register Eligible</b>	<b>Not Eligible</b>
Areas/Districts	2	1	1	0	0	0
Individual Properties	46	2	2	5	4	33
Total	48	3	3	5	4	33

1. Includes one individual property (MBTA Charles/MGH Station) currently recommended as not eligible for the National Register due to recent

Appendix A contains a comprehensive list, locational map, and photographs of the 48 historic resources identified in the reconnaissance survey, including those evaluated as not National Register eligible. The 15 historic properties (i.e., NHLs, and National Register listed, determined eligible, or recommended potentially eligible properties) within the APE are listed in Table 3-2, and mapped in Figure 3-7. An illustrated discussion of each of these historic properties is presented below. MBTA subway resources appear first, followed in sequence by NHLs, State and National Register listed and determined eligible properties, and recommended potentially eligible resources. Districts appear before individual properties in each section.

### Subway Related Historic Resources

#### *East Boston Tunnel Extension (MBTA Blue Line Tunnel) (Map No. 001)*

The East Boston Tunnel Extension (MHC No. BOS.9036) (Figure 3-8) in Boston is a two-track subway running beneath Cambridge Street from its intersection with Joy Street (east) and ending at a point approximately 100 ft west of Washington Street at the west end. The tunnel includes Government Center (formerly Scollay Square) and Bowdoin stations, a turning loop at Bowdoin Station, and the Bowdoin Yard, or Tail Track, which formerly led to the now demolished Cambridge Street incline (see





Figure 3-7. Map of historic properties (districts and individual) within the Red Line/Blue Line Connector Project Area of Potential Effect.



Table 3-2. District and Individual Historic Properties in the Red Line/Blue Line Connector Project Historic Resources APE, Boston, MA.

Map ID <sup>1</sup>	Street Name	Property Name	Style/Type	Est. Date	MHC No.	NR Status <sup>2</sup>	Photo No.
A	Bounded by Cambridge, Bowdoin, Hancock, and Beacon Sts, and Embankment Rd	Beacon Hill Historic District	Federal, Greek Rev, Italianate, Gothic Rev, Queen Anne, 2 <sup>nd</sup> Empire, Romanesque, Col Rev	1790-1955	BOS.BY BOS.BE	NHL, NRDIS, LHD	1-2
B	Charles River; Memorial Dr, Cambridge Pkwy, Embankment Rd, Storrow Dr, Soldier's Field Rd	Charles River Basin Historic District	Park reservations, parkways, bridges, canals, dam, buildings	1880-1955	BOS.CA, CAM.AJ	NRDIS	3-4
003	1 City Hall Plaza	Boston City Hall & Plaza	Expressionist	1961-1969	BOS.1657	MHC-DOE	7
004	15 New Sudbury St, 15 Cambridge St	John F. Kennedy Federal Bldg	Modern	1966	BOS.1617	RNRE	8
008	65 Cambridge St, 6 Bowdoin Square	New England Telegraph and Telephone Company	Art Deco	1930, Late 20 <sup>th</sup> c. add.	BOS.1575	RNRE	12-13
011	115 Cambridge St, 19 Staniford St	MA Health, Welfare, & Education Bldg/ State Service Center	Expressionist	1965-1970	BOS.1618 BOS.4208	MHC-DOE	17
013	131 Cambridge St	Old West Church	Federal	1806	BOS.4182	NHL, NRIND	19
014	141 Cambridge St	(First) Harrison Gray Otis House	Federal	1796	BOS.4183	NHL, NRIND	20
021	30 South Russell St	Peter Faneuil School	Classical Revival	1910	BOS.4090 (BOS.BY, BOS.BE)	NRIND, (in NHL district)	27
028	24 Parkman St at Blossom St	Winchell Elementary School	Renaissance Revival	1884-1885	BOS.4159	MHC-DOE	32
029	16-18 Blossom St	West End House	Classical Revival	1929	BOS.4158	RNRE	33
038	4 North Grove St at Cambridge St	Resident Physician's House	Italianate/Colonial Revival	1892	BOS.4190	RNRE	40-41
043	32 Fruit St, 215 Charles St	Suffolk County/Charles St Jail	Renaissance Revival	1851	BOS.4200	NRIND	46-47
045	Charles Circle	Charles/MGH Station, Red Line	Rapid Transit Station	1932/2003	BOS.4198	MHC-DOE, Recom. NE	49
046	Cambridge St	Longfellow Bridge	Beaux Arts, NeoClassical	1907	BOS.9034, CAM.912	NRDIS-C MHC-DOE	50

1 Resources are generally sequenced north to south and east to west along the project corridor.

2 National Register (NR) Status Key

NHL National Historic Landmark  
NRIND Individually listed in the NR  
NRDIS Listed in the NR as a historic district  
NRDIS-C Listed in the NR as a contributing building in a historic district

NRMPS  
MHC-DOE  
RNRE  
LHD  
NE

Individually listed in the NR as part of a NRMPS  
Evaluated as eligible by MHC  
Recommended as eligible  
Located within a State Register listed local historic district  
Evaluated as not eligible for NR Listing

Chapter 2, Figure 2-14 and 2-15). This last tunnel element is currently used for train storage. The total length of the tunnel is approximately 2,600 ft (Bower et al. 1987; BTC 1915; HMM 2008).

The box tunnel structure has single and double-track elements and is typically constructed of plank-formed, reinforced concrete with a flat-arched ceiling profile (Figure 3-9). At stations, where the tunnel widens to accommodate public circulation areas or additional



Figure 3-8. Photograph of Blue Line Tunnel.

tracks, steel framing was used and encased in concrete. Tunnel walls and ceilings are about 2 ft thick, with somewhat thinner floors. The track structure consists of crushed stone ballast laid directly on the concrete tunnel floor (a/k/a invert), wood sleepers, and continuous welded steel rail. Electrical power is provided by means of a third rail, which replaces a now-removed overhead catenary (Bower et al. 1987; BTC 1913–1914; HMM 2008).

The East Boston Tunnel Extension was constructed for street cars between 1912 and 1916 by the BTC as a continuation of the original East Boston Tunnel. The tunnel was converted to rapid transit operation with high-level platforms and third rail power in 1924. In 1954, the Cambridge Street Incline was closed. The track structure was upgraded to its present state in 1983 (HMM 2008; MBTA 1983).

The East Boston Tunnel Extension was surveyed in 1984 as part of the *Massachusetts Bay Transportation Authority Historic Properties Survey* (APA 1984). The tunnel structure was resurveyed in 1987 as part of the first planning effort for Red Line/Blue Line Connector Project (Bower et al. 1987). Neither survey team recommended the tunnel as eligible for the National Register. PAL concurs with the two previous survey recommendations that the East Boston Tunnel Extension is not eligible for the National Register. The tunnel was a relatively minor addition to, not a core element of, the 1894 transit plan for Boston. It was constructed using established techniques and structural systems used in other BTC projects at the time.

### ***Bowdoin Station (Map No.009)***

Bowdoin Station (MHC No. BOS.917) is a rapid transit stop at the west terminus of the East Boston Tunnel Extension portion of the MBTA's Blue Line (Figures 3-10 and 3-11) (see also Chapter 2, Figure 2-14). The station is located below Cambridge Street, New Chardon Street, and Bowdoin Square and is situated within the Blue Line turning loop. The three-level station consists of an aboveground head house, a fare collection lobby, and an island platform. The head house is set into a sunken court and consists of a simple shed-roof concrete stair shelter. A bronzed aluminum entry leads to stairs and

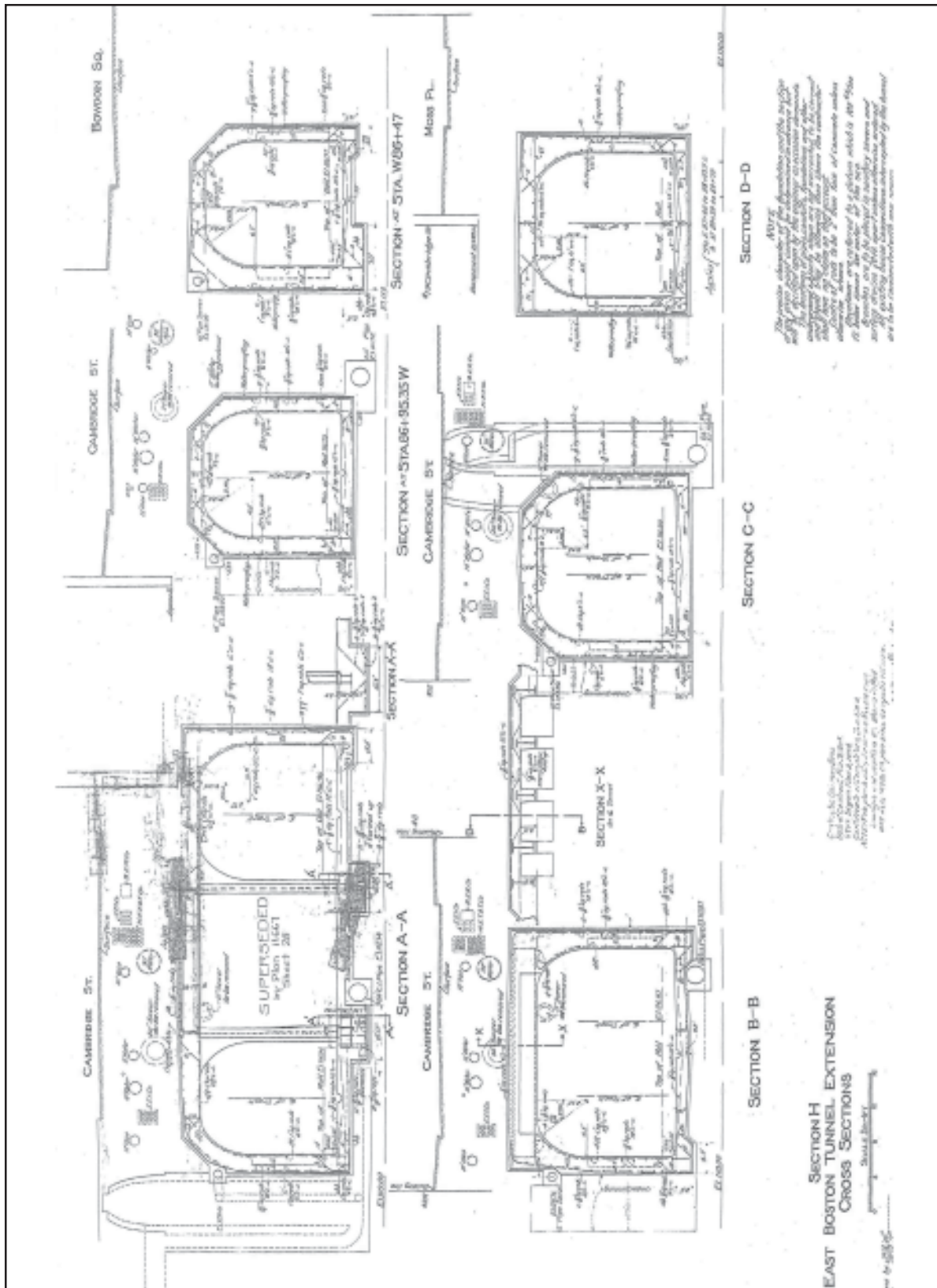


Figure 3-9. 1914 plan of the East Boston Tunnel Extension showing typical tunnel cross sections (source: BTC 1913–1914).





Figure 3-10. Photograph of Bowdoin Station Head House, looking west.



Figure 3-11. Photograph of Bowdoin Station Platform.

escalators descending to the fare collection lobby. A ramp connects the lobby and high-level platforms. Both the lobby and platform have a triangular plan, which is dictated by the turning loop that wraps around the station to the west. Interior finishes of the station date to late-twentieth-century modernization work by the MBTA. Ceilings are the painted surface of the concrete tunnel roof. Walls are enameled tile and floors are terrazzo. Concrete columns on the platform are shrouded in enameled tile and stainless steel. Trim and fixtures include stainless steel Automatic Fare Collection System turnstiles (a/k/a the Charlie Card), fluorescent strip lighting, enameled steel MBTA signage, stainless steel and glass passenger elevators, and welded tubular handrails.

Bowdoin Station opened in 1916 as part the BTC's East Boston Tunnel Extension project. The station was the last underground stop in the tunnel, which formerly continued up an incline to Cambridge Street. The East Boston Tunnel Extension was constructed for street car service and originally had low-level platforms and overhead catenary, as can be seen in the MBTA Green Line today. In 1924, the tunnel and all stations, including Bowdoin, were converted to rapid transit service with a third rail power supply and high-level platforms (Cudahy 1972). In 1968, the station was renovated in the course of the MBTA's systemwide modernization program. The station's headhouse, stairwell, and decorative treatments date to this renovation. The original stairwells, which were located to the west of the lobby and current stairwell, were demolished at that time (APA 1984; BTC 1915; MBTA 1966).

Bowdoin Station was surveyed in 1984 and in 1987 (APA 1984; Bower et al. 1987). It was recommended as not eligible for the National Register on both occasions. PAL concurs with these previous recommendations. The station is associated with a minor extension of the BTC's core transit system and has been heavily altered.

### *Charles/MGH Station (Map No. 045)*

Charles/MGH Station (formerly known as Charles Station) (BOS.4198) (Figure 3-12) on the MBTA Red Line is located in Charles Circle and extends onto the Longfellow Bridge approach at the intersection of Cambridge and Charles streets. This rapid transit station has a side-platform configuration and is situated on the Beacon Hill Tunnel Approach, a multiple-span section of elevated railroad between the Longfellow Bridge and the Beacon Hill Tunnel. Charles/MGH Station opened for service in 1932 in response to local demand (see Chapter 2). The engineer for the project was William Keefe of the Commonwealth of Massachusetts



Figure 3-12. Photograph of Charles/MGH Station, looking southwest on Cambridge Street.

Department of Public Utilities. The project architect, H. Parker from the offices of R. Clipston Sturgis, designed a steel frame structure with cast stone head houses and copper clad platform canopies in the

Art Deco style. Charles/MGH Station was surveyed in 1984 and resurveyed in 1987 (APA 1984; Bower et al. 1987). On both occasions, the station was recommended not eligible for the National Register.

In 2000, as part of the MBTA's on-going efforts to improve passenger accessibility, the Federal Transit Administration (FTA) and the MHC concurred that the station was eligible for the National Register individually and as a contributing element of the Charles River Basin Historic District, if the period of significance for that district were extended (Bergen 2000; Epsilon Associates, Inc. 2002). The 2002-2004 station modernization project resulted in demolition of the 1932 headhouses and replacement with the current structure, refurbishment of the platform canopies, and structural modification to some concrete piers of the elevated (Carolán 1987; MBTA 2002). Today the station that opened to the public in 2007 consists of a two-story fare collection lobby below and adjacent to the elevated track contains stairs, escalators, and elevator towers. The lobby is of modern construction with a flat roof, curving aluminum and glass curtain walls, and a steel frame resting on concrete footings. The platform canopies are the original 1932 Art Deco style structures with steel frames and copper exterior cladding, although the interiors have been refurbished with stainless steel shrouds on the structural steel elements, a stainless steel drop ceiling, tile walls, replacement windows, and new platform surfacing (Carolán 1987; MBTA 2002; MBTA n.d.). Because of the demolition of the original station head houses, and resulting loss of historic integrity, it is now recommended that the Charles/MGH Station is not eligible for the National Register.

### National Historic Landmarks

#### *Beacon Hill National Historic District (Map No. A)*

The Beacon Hill Historic District (MHC No. BOS.BY, BOS.BE) (Figure 3-13) is bounded roughly by Cambridge, Bowdoin, Hancock and Beacon streets, and Embankment Road. The district comprises a significant portion of the south half of the study area between Bowdoin and Charles/MGH stations, and the north district boundary is approximately 50 feet from the edge of the project site along Cambridge Street. Development of the south slope of Beacon Hill began in the 1790s when the Mount Vernon Proprietors laid out several east-west streets adjacent to the adjacent Massachusetts State House, designed by Charles Bulfinch. The south slope remained the focus of development through the mid-nineteenth century. As the south slope filled in, development of the neighborhood expanded west toward the Charles River and north toward Cambridge Street by the late nineteenth century. Today the Beacon Hill Historic District encompasses 1,363 properties, including 1,349 constructed between 1790 and 1955, that contribute to the



Figure 3-13. Photograph of Beacon Hill Historic District at the intersection of Joy and Myrtle streets.



district's diverse architectural and historical significance. The most common building type in the district is the nineteenth-century brick rowhouse, and examples of the Federal, Italianate, Greek Revival, Gothic Revival, Egyptian Revival, Queen Anne, Colonial Revival styles are prevalent. Institutional buildings, churches, and schools are also distributed throughout the district. The Beacon Hill Historic District possesses national significance in the fields of architecture for its collection of period styles and examples of well-known architects, urban planning, intellectual history, nineteenth-century African-American history, and mid-twentieth-century historic preservation efforts.

A 50-acre section of the Beacon Hill Historic District was designated as a Local Historic District (LHD) in 1955 and as a NHL in 1962. The boundaries of the LHD were expanded northward by 70 acres to its current bounds in 1963. When the National Historic Preservation Act passed in 1966, the 50-acre NHL district was listed in the National Register, but National Register nomination forms were not completed until the early 1970s. In 1972, the boundaries of the Beacon Hill National Register and NHL Historic District were expanded to match those of the LHD. Additional documentation to expand the significance of the Beacon Hill NHL Historic District was completed in 2006 and reviewed by the National Park Service Advisory Board. Additional historical themes explored included examples of late-nineteenth and early-twentieth-century architecture in the district, and historical associations with African-American history and the abolition movement, and mid-twentieth-century historic preservation. The current Local, National Register, and NHL boundaries of the Beacon Hill Historic District are the same. Select sites within the Beacon Hill Historic District are also part of the Boston National Historical Park System (MHC No. BOS.AY), including the Hayden House, Coburn House, African Meeting House, and Abiel Smith School.

### *Old West Church (Map No. 013)*

The Old West Church (MHC No. BOS.4182) (Figure 3-14) is located at 131 Cambridge Street and is set back approximately 100 feet north of the project site. The noted Boston architect Asher Benjamin designed the large square two-story brick structure, which was built in 1806 for use as a Congregational meetinghouse. The building's facade is dominated by a three-and-one-half-story projecting porch topped by a square tower with a cupola and dome. This early example of a Federal (or Adamesque) church was widely copied throughout New England. It functioned as a meetinghouse until 1892 and as a branch public library from 1896 to 1960. In 1964 the building was reopened as a United Methodist Church with its early-nineteenth-century interiors restored. In 1970, the Old West Church was designated as a NHL and listed in the National Register under Criteria A and C. The property is additionally protected by a Preservation Restriction filed with the MHC in 1985.

### *(First) Harrison Gray Otis House (Map No. 014)*

The (First) Harrison Gray Otis House (MHC No. BOS.4183) (Figure 3-15) is located at 141 Cambridge Street, adjacent to the Old West Church. The three-story brick structure, erected in 1795-1796, was the first of three houses designed by Charles Bulfinch for the noted lawyer and politician Harrison Gray Otis. The five-bay-wide by three-bay-deep hip-roof block is architecturally significant as a prototype of the Adam style of urban mansion built in New England during the Federal Period. The interiors are one of the earliest instances of the Adam influence in New England. When it was built, the house was one of several grand dwellings in the elite residential neighborhood of Bowdoin Square. Otis lived in



Figure 3-14. Photograph of Old West Church, looking northwest.



Figure 3-15. Photograph of (First) Harrison Gray Otis House, looking north.

the house until 1801 when he moved to the second house, of two additional residences, he built on Beacon Hill. Since 1916, it has served as the headquarters of the Society for the Preservation of New England Antiquities (now Historic New England). When Cambridge Street was widened in 1925, the house was moved back 40 feet on its original lot. The (First) Harrison Gray Otis House at 141 Cambridge Street was designated as a Massachusetts Historic Landmark in 1965, and as a NHL in 1971. The property was also listed in the National Register in 1971 under Criteria A and C. A Preservation Restriction was filed with MHC for the property in 1998.

### **Properties Listed in or Determined Eligible for National Register Listing**

#### ***Charles River Basin Historic District (Map No.B)***

The Charles River Basin Historic District (MHC No. BOS.CA, CAM.AJ) (Figure 3-16) is located along both sides of the Charles River in Boston and Cambridge, at the west end of the project APE. It encompasses approximately 820 acres, including the Charles River Basin and the improvements made along its banks in the early twentieth century, defined by landscaped park reservations, parkways, bridges, recreational buildings, and the Charles River Dam. The Charles River Basin is the keystone of the metropolitan park system in Boston, the first such system established in the United States. Plans for the Basin were developed throughout the nineteenth century, mainly under the direction of Charles Eliot, a major figure in the field of landscape architecture. In 1910 the construction of the Charles River Dam transformed the area into a recreational reserve, which it remains despite the addition of multiple transportation routes along and across the river in the twentieth century. The district contains the river, structures, parks, and roads from Memorial Drive in Cambridge to Storrow Drive in Boston, including eight bridges, two canals, six boathouses, and five roadways. The district is significant as an integral component of the Boston park system, for its association with the development of the Boston waterfront, and for its affiliation with prominent landscape architects, Charles Eliot and Frederick Law Olmsted. The district's period of significance is defined in the nomination as 1893–1910. The Charles River Basin Historic District was listed in the National Register under Criteria A and C in 1978.

#### ***Boston City Hall and Plaza (Map No. 3)***

Boston City Hall and Plaza (MHC No. BOS.1657) (Figure 3-17) is located at 1 City Hall Plaza in Government Center. City Hall Plaza is an approximately 200 ft wide, rectangular public square with brick pavers constructed as part of a large-scale urban renewal project in the 1960s. The plaza flanks the north side of Cambridge Street at the east end of the project area and encompasses the head house for Government Center Station. The Expressionist style Boston City Hall building, which opened in 1969, dominates the northeast side of the plaza and is set back approximately 300 ft from Cambridge Street. The architectural firm of Kallman, McKinnell, and Knowles in collaboration with the firm of Campbell, Aldrich, and Nulty designed the monumental building as an additive study in juxtaposed concrete forms. The building rises approximately 7 stories and incorporates wide bays on the lower floors, separated by double-height vertical slabs. The upper stories emphasize horizontality and consist of rows of fixed, single-pane windows separated by short piers of protruding concrete. Cantilevered rectangular concrete boxes extend out from each elevation between the lower and upper floors, which are intended to symbolize civic versus administrative spaces. Although Boston City Hall is not yet 50





Figure 3-16. Photograph of Charles River Basin Historic District, looking east from the Longfellow Bridge tower toward the Boston side of the Charles River.



Figure 3-17. Photograph of Boston City Hall and Plaza, looking east.

years old, it meets Exception G as a property that has attained significance within the past 50 years as it possesses important historical associations with large-scale urban renewal in Boston and is a significant example of the Expressionist style, as designed by Kallman, McKinnell, and Knowles with Campbell, Aldrich, and Nulty. Boston City Hall was determined eligible for National Register listing by the MHC in 1991.

***Massachusetts Health, Welfare, and Education Building/State Service Center (Map No. 011)***

The Massachusetts Health, Welfare, and Education Building/State Service Center (MHC No. BOS.1618, BOS.4208) (Figure 3-18) occupies an 8-acre city block at Government Center between New Chardon, Cambridge, Staniford, and Merrimac streets. The property is comprised of a massive, four-story, bush-hammered concrete building erected in 1970 that wraps around the perimeter of the site, and a stepped amphitheater-like plaza that faces New Chardon Street. The development plan conceived for the site was for a complex of buildings, but the as-built plan, supervised by architect Paul Rudolph, involved the construction of one massive Expressionist style building, designed through a collaboration of notable modern and post-modern period architects. The building exhibits a system of modular, monolithic vertical column slabs that protrude out from glazed bays and support a horizontally emphasized flat roof. Although the Massachusetts Health, Welfare, and Education Building/State Service Center is not yet 50 years old, it meets Exception G as a property that has attained significance within the past 50 years and is eligible for National Register listing at the local level as an integral component of the 1960s and 1970s urban renewal landscape at Government Center and as an example of a large-scale Expressionist style building designed by a collaboration between the architectural firms of Paul Rudolph; Shepley, Bulfinch, Richardson, and Abbott; Pederson and Tilney; M.A. Dyer; and Desmond and Lord. The Massachusetts Health, Welfare, and Education Building/State Service Center building was recommended eligible for the National Register in a 1990 survey update and was determined eligible for the National Register by the MHC in 1991.



**Figure 3-18. Photograph Massachusetts Health, Welfare, and Education Building/State Service Center, looking southwest.**

***Peter Faneuil School (Map No. 021)***

The Peter Faneuil School (MHC No. BOS.4090) (Figure 3-19) is located at 30 South Russell Street and 60 Joy Street within the Beacon Hill NHL Historic District, approximately 150 feet south of the project site. The large three-story T-shaped building was constructed in 1910 from designs provided by the Boston architectural firm of Kelley and Graves. The tan brick walls with cast-stone trim and flat roof with a low encircling parapet exhibit the symmetrical massing and fenestration of the Georgian Revival style. The population explosion that occurred in the West End/North Slope during the early 1900s brought thousands of eastern and southern European immigrants to the neighborhood and necessitated the construction of the public elementary school. The school closed in 1975 and was converted to apartments in 1994. The Peter Faneuil School was listed in the National Register in 1994 under Criteria A and C at the local level.



Figure 3-19. Photograph of Peter Faneuil School, looking west.

***Winchell Elementary School (Map No. 028)***

The Winchell Elementary School (MHC No. BOS.4159) (Figure 3-20), located at 24 Blossom Street, was built as a public elementary school in 1884–1885. Arthur H. Vinal, Boston's city architect from 1884–1888, was responsible for the Romanesque Revival design. The brick building with brownstone trim originally consisted of two stories on a raised basement with a pitched roof; a third story with a flat roof was added in 1907. Dominant decorative features include raised brick panels between the first- and second-story fenestration and recessed arched entries. The school closed in 1960, and the building was purchased by Massachusetts General Hospital in 1963 for use as a school of nursing. Since 1985 it has housed various other hospital functions. Winchell Elementary School is one of roughly a dozen buildings to survive the 1950s urban renewal that leveled much of the West End, and was determined eligible for National Register listing by the MHC in 2005.





Figure 3-20. Photograph of Winchell Elementary School, looking northwest (source: Google Earth 2009).

#### *Suffolk County/Charles Street Jail (Map No. 043)*

The Suffolk County/Charles Street Jail (MHC No. BOS.4200) (Figure 3-21) is located at the west end of the project area at the corner of Charles, Cambridge, and Fruit streets. The building was designed by prominent Boston architect, Gridley J. F. Bryant, in 1848 and completed by 1851. Situated on a roughly rectangular yard enclosed by a brick wall, the granite-faced masonry structure has a cruciform plan with a central hipped-roof octagonal core and four radiating four-story hipped-roof wings. It is significant as a definitive example of enlightened nineteenth-century attitudes toward the treatment of prisoners, combining elements of the Auburn Plan, which advocated individual cells and communal work and exercise areas, with those of the Pennsylvania system advocating a central hexagonal space with radiating wings. It is also a prime institutional example of the Renaissance Revival and Boston Granite style. The prison closed in 1990 and was converted to a hotel that opened in 2007. The Suffolk County/Charles Street Jail was listed in the National Register under Criteria A and C in 1980.

#### *Charles/MGH Station (Map No. 045)*

The discussion of the Charles/MGH Station (formerly known as Charles Station) (MHC No. BOS.4198) is included in the Subway Related Historic Resources section above.

#### *Longfellow Bridge (Map No. 46)*

The Longfellow Bridge (MHC No. BOS.9034, CAM.912) (Figure 3-22) was completed in 1907, extended in 1956 and rehabilitated in 1959. Also known as the “Salt and Pepper” Bridge, it is an iconic feature in the Charles River landscape of Boston and Cambridge and carries Cambridge Street and the MBTA Red Line over the Charles River, Embankment Road / Mugar Way and Memorial Drive between Boston and Cambridge. The bridge replaced the first West Boston Bridge, constructed in 1793. During the



Figure 3-21. Photograph of Suffolk County/Charles Street Jail, looking north.



Figure 3-22. Photograph of Longfellow Bridge, looking west.

nineteenth century, the bridge crossing became an even greater artery as new land was created along both banks of the river and recreational use of the Charles River Basin increased. The Cambridge Bridge Commission hired Boston City Engineer William Jackson as Chief Engineer for the project, and Boston City Architect Edmund March Wheelwright to design the bridge's Beaux Arts Neoclassical abutments, piers, and towers. The resulting bridge consists of 11 original spans and 2 approach spans on the Cambridge side with an overall length of 2,135 ft. The original spans are open spandrel steel arches supporting steel columns, floor beams, stringers and a concrete deck with bituminous concrete overlay. The approach spans are comprised of steel girders and floor beams with a concrete deck and bituminous overlay. The foundation is comprised of 10 piers and two abutments of granite block masonry. Carved granite elements, decorative cast-iron railings, and wrought-iron lights (now removed) created an outstanding aesthetic appearance. The Massachusetts Highway Department is currently planning for rehabilitation and restoration of the bridge (Kierstead et al. 2006). The Longfellow Bridge was listed in the National Register in 1978 as a contributing resource in the Charles River Basin Historic District (MHC No. BOS.CA, CAM.AJ) and has been determined by MHC to be individually eligible.

### **Properties Recommended Potentially Eligible for National Register Listing**

#### ***John F. Kennedy Federal Building (Map No. 004)***

The John F. Kennedy Federal Building (MHC No. BOS.1617) (Figure 3-23) is located in Government Center at 15 Cambridge and 15 New Sudbury streets, between the Bowdoin and Government Center stations. The building was constructed at the west end of Government Center plaza in 1966 and faces east toward Boston City Hall. The building is comprised of three connected structures, including two slender highrise towers measuring seven bays wide and rising more than 20 stories each; and a massive, approximately 43-bay by 14-bay, four-story rectangular building. Each section of the building exhibits a pattern of horizontal banding between stories with narrower intersecting vertical bands, dividing each window. The towers are designed to appear as if they are set on piers on the first story, and a capital is defined by dark materials. The horizontal section of the complex incorporates a defined entrance with a recessed bay flanked by vertical slabs that continue past the cornice as parapet or firebreak walls. Although the John F. Kennedy Federal Building is not yet 50 years old, it appears to meet Exception G as a property that has attained significance within the past 50 years and is potentially eligible for National Register listing under Criteria A and C for its associations with large-scale urban renewal in Boston and as a massive



**Figure 3-23. Photograph of John F. Kennedy Federal Building, looking northwest.**



example of a modern style office building designed by Glaser, Samuel Collaborative and The Architects Collaborative with art installations by Dimitri Hadzi and Robert Motherwell.

*New England Telegraph and Telephone Company (Map No. 008)*

The New England Telegraph and Telephone Company (MHC No. BOS. 1575) (Figure 3-24) is located at 65 Cambridge Street and 6 Bowdoin Square, immediately north of the Bowdoin Station head house. The New England Telegraph and Telephone Company building is an early-twentieth-century Art Deco style highrise that serves as a visual landmark on Cambridge Street. The building incorporates a 10-story, six-bay-wide tower flanked by eight-story wings. The east wing is a 1970 addition. Continuous piers typical of the Art Deco style divide vertical bays on each elevation and floral and geometric motif ornamentation is present at the cornice line and on the facade. The building was constructed in 1930 by the Jackson Construction Company and designed by Densmore, LeClear and Robbins; and Hoyle, Doran and Berry. The New England Telegraph and Telephone Company is potentially eligible for National Register listing at the local level under Criteria A and C for its associations with the commercial development of Boston, development of regional communications systems, as one of the headquarters buildings of the company in Boston, and as a well-preserved example of an Art Deco highrise. See also intensive survey results below.



Figure 3-24. Photograph of New England Telephone and Telegraph Company, looking northwest.

*West End House (Map No. 029)*

The West End House (MHC No. BOS. 4158) (Figure 3-25) is located north of Cambridge Street at 16-18 Blossom Street. It consists of a three-story, five-bay by two-bay, Colonial Revival style brick building constructed in 1929 as a settlement house. The West End House organization was founded in 1907 and served the Jewish immigrant community during the first half of the twentieth century. The building was briefly used as an Italian youth center until 1965, when the Massachusetts General Hospital purchased it and converted it into an office. The West End House organization moved out of the building and relocated in Brighton. The windows in the building have been replaced, but it retains its original siting in the West End neighborhood, massing, and architectural characteristics including the classically detailed recessed entrance. The West End House building is potentially eligible for National Register listing at the local level under Criteria A and C for its association with the twentieth-century immigrant community in Boston and as a modest example of a Colonial Revival style community center.



Figure 3-25. Photograph of West End House, looking northwest (Winchell Elementary School visible in background).

### *Resident Physician's House (Map No.038)*

The Resident Physician's House (MHC No. BOS.4190) (Figure 3-26) is located at the corner of North Grove and Cambridge streets in the west end of the project area. The building is a two-and-one-half-story, brick residence designed by architects Fehmer and Page in a hybrid Italianate and Colonial Revival style and constructed in 1892 by builders Connery and Wentworth. The house was originally constructed adjacent to the Bulfinch Pavilion of the Massachusetts General Hospital campus for the hospital's director, director John W. Pratt. Pratt and his family resided in the house until 1897, after which it was occupied by multiple residents and assistant residents of the hospital. When the hospital campus expanded in 1950, the house was moved to Blossom Street, and it was moved again in 1981 to its current location. The lot across North Grove Street from the house was developed around 1990 with a building designed to resemble the physician's house. Although it was moved, the Resident Physician's House exhibits a unique architectural style and the work of local architects who frequently worked for Massachusetts General Hospital. The construction, relocation, and continuous use of the building is an integral part of the developmental history of the Massachusetts General Hospital campus, which occupies a significant section of the West End neighborhood. The Resident Physician's House is potentially eligible for National Register listing under Criteria A and C for its associations with the historic development of the West End, its associations with the Massachusetts General Hospital, and as an example of a hybrid Italianate/Colonial Revival style, as designed by architects Fehmer and Page. The property also meets National Register Criteria Consideration B because it was relocated from its original site, but retains historical and architectural significance. See also intensive survey results below.



Figure 3-26. Photograph of Resident Physician's House, looking north.

### **Reconnaissance Survey Recommendations**

A total of 15 historic properties or potential historic properties were identified within the Red Line/Blue Line Connector Project APE used during the architectural reconnaissance survey, which encompasses an approximately one-half mile corridor along both sides of Cambridge Street. This total includes 1 district and 2 individual properties designated as NHLs; 1 district and 2 individual properties listed in the National Register; 5 individual properties previously determined eligible for listing in the National Register by the MHC; and 4 individual properties that are recommended as potentially eligible for National Register listing. All of the 15 historic properties have been documented with MHC Inventory numbers and forms. None of the subway historic resources are listed or were identified as being eligible for listing in the National Register.

It was recommended that intensive survey and significance evaluation be completed for the four individual properties recommended as potentially eligible for National Register listing, in the event that potential project impacts are identified. The intensive survey would include additional archival research and field documentation of each property, the updating of MHC Inventory forms, and the completion of National Register eligibility evaluations. Charles/MGH Station is currently determined eligible for the National Register by the MHC and would be directly impacted by the project. However, the station has been heavily modified and it is now recommended by PAL as not eligible for the National Register.

### **Intensive Survey Summary**

The historic resources intensive survey and National Register eligibility evaluation addressed two of the four buildings that had been recommended as potentially eligible in the reconnaissance survey. The West End House (Map No. 29) was not advanced because the APE was reduced after completion of the historic reconnaissance survey when the project plans were modified to eliminate placement of a fan room under a small park at the corner of Cambridge Street and North Anderson Street owned by MHG (see Figure 3-7). As a result of moving the fan room to a location in the Cambridge Street right-of-way,



West End House was no longer in the APE. In addition, upon further analysis of project plans, it was evident that the John F. Kennedy Federal Building (Map No. 4) itself stands outside the project APE and was included in the reconnaissance survey because a portion of the paved plaza falls within the APE, where all work will be underground. Therefore, the John F. Kennedy Federal Building was not carried forward to the intensive survey phase.

The intensive survey was completed in December 2009/January 2010 for the New England Telephone and Telegraph Building and the Resident Physician's House. Both properties were evaluated as individually eligible for listing in the National Register. MHC Inventory Form "B" Continuation Sheets and National Register Criteria Statement Forms were prepared for each property and are included in this report as Appendix B. The two properties are described above in the Reconnaissance Survey Summary section of this report.

The **New England Telegraph and Telephone Company** building at 65 Cambridge Street and 6 Bowdoin Square (Map No. 008, MHC No. BOS.1575, see Figures 3-24 and 3-27) is evaluated as individually eligible for National Register listing under Criteria A and C at the local level for its important historical associations with the New England Telegraph and Telephone Company (NET), which contributed to the development and widespread distribution of telephone service and to the enduring development of communication systems in downtown Boston, and as a particularly well-preserved example of an Art Deco highrise and of the work of the local engineering and architecture firm of Densmore, Le Clear & Robbins. The NET, which is now part of Verizon, has continuously occupied the building from its construction in 1930 to the present. Other early twentieth-century NET buildings in central Boston include 8 Harrison Avenue, built in 1923, and the 1947 headquarters building at 185 Franklin Street, which are eligible for the National Register. The firm of Densmore, Le Clear & Robbins was responsible for many other high-rise commercial buildings in downtown Boston, including the National Register-listed Paine Furniture Co. Building at 75-81 Arlington Street.



Figure 3-27. Photograph of New England Telephone and Telegraph Building, looking east.

The **Resident Physician's House** at 4 North Grove Street (Map No. 038, MHC No. BOS.4190, see Figures 3-26 and 3-28) is evaluated as individually eligible for National Register listing under Criteria A and C at the local level for its associations with the Massachusetts General Hospital, the field of hospital administration, and the historic development of the West End neighborhood that surrounds the hospital campus; as an intact example of a unique hybrid Queen Anne/Colonial Revival style, as designed

by the distinguished Boston architectural firm of Fehmer and Page, who frequently worked for Massachusetts General Hospital; and as one of only two free-standing brick houses in central Boston in the transitional Colonial Revival style. The interior was not accessible but is reported to retain many original decorative features. The property also meets National Register Criteria Consideration B because it was relocated from its original site but retains historical and architectural significance. The Boston Landmarks Commission supported the designation of the property as a Local Landmark in 1981; however, the designation was not approved.



Figure 3-28. Photograph of Resident Physician's House, looking northeast.

### **Intensive Survey and Potential Project Impacts Recommendations**

With the exception of Charles/MGH Station, the historic properties are located adjacent to, but outside of the known construction limits of the project, which will be mostly confined to the Cambridge Street right-of-way. Current proposed project work elements consist of improvements to the existing Blue Line tunnel and track infrastructure, the closing of, or relocation of, the existing Bowdoin Station, construction of a new rapid transit subway tunnel, and the construction of a new underground Blue Line Station accessible from the existing Red Line Charles/MGH Station head house.

An assessment of potential impacts to historic resources from the Red Line/Blue Line Connector Project indicates that impacts may be permanent or temporary and direct or indirect. Few if any physical impacts are anticipated, but impacts may include auditory, setting, or other environmental effects. Impacts related to construction activities such as increased noise and vibration may occur particularly in open cut areas, and the section between Joy Street and Charles/MGH Station where the new tunnel will be installed. Train operations will be underground and confined to the Cambridge Street right-of-way and will likely have no impacts on historic aboveground properties. Indirect impacts from the project on historic properties are expected to relate primarily to operations vibration and to be minimal. Visual impacts to historic properties are expected to be limited since the majority of the project will be underground, but minor elements such as vent or fan systems may be visible aboveground. In general, the project is not expected to change views, setting or other character-defining features for which a property is significant from historic properties or affect the characteristics of the properties that qualify them for National Register eligibility.

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## Appendix A

### **MAP, LIST, AND PHOTOGRAPHS OF ALL PROPERTIES SURVEYED AT THE RECONNAISSANCE LEVEL WITHIN THE RED LINE/BLEUE LINE CONNECTOR PROJECT HISTORIC RESOURCES APE, BOSTON, MA**





**Appendix A. List of Districts and Individual Properties Surveyed within the Red Line/Blue Line Connector Project Historic Resources APE, Boston, MA.**

Map ID*	Street No.	Street Name	Property Name	Style/Type	Est. Date	MHC Area No	MHC No.	NR Status**	Photo No.
<b>Districts</b>									
A		Bounded by Cambridge, Bowdoin, Hancock, and Beacon streets, and Embankment Road	Beacon Hill Historic District	Federal, Greek Revival, Italianate, Gothic Revival, Egyptian Revival, Queen Anne, Second Empire, Romanesque, Colonial Revival	1790-1955	BOS.BY (for NHL, NRDIS) BOS.BE (for LHD)	multiple	NHL, NRDIS, LHD	1-2
B		Charles River; Memorial Drive, Cambridge Parkway, Embankment Road, Storrow Drive, Soldier's Field Road	Charles River Basin Historic District	Park reservations, parkways, bridges, canals, dam, buildings	1880-1955	BOS.CA, CAM.AJ	multiple	NRDIS	3-4
<b>Individual Properties</b>									
001		Cambridge St	East Boston Tunnel Extension, Blue Line	Subway Tunnel	1916	n/a	BOS.9036	NE	5
002		Cambridge St	Government Center Station, Blue Line only (Scolly Square Under)	Subway Station	1916	n/a	BOS.918	NE	6
003	1	City Hall Plaza	Boston City Hall and Plaza	Expressionist	1961-1969	n/a	BOS.1657	MHC-DOE	7
004	15 15	New Sudbury St Cambridge St	John F. Kennedy Federal Building	Modern	1966	n/a	BOS.1617	RNRE	8
005	1-3	Center Plaza at Cambridge St	Center Plaza Building	Neo-Colonial Revival	1960, 1990	n/a	BOS.1645	NE	9
006	1	Pemberton Square	Office Highrise	Art Deco	1940	n/a	n/a	NE	10
007	40	Hawkins St	R.K.O. General Building	Modern	1967	n/a	BOS.1782	NE	11
008	65 6	Cambridge St Bowdoin Square	New England Telegraph and Telephone Company	Art Deco	1930, 1970	n/a	BOS.1575	RNRE	12-13
009		Cambridge St	Bowdoin Station, Blue Line	Subway Station	1916/1968	n/a	BOS.917	NE	14-15
010	100	Cambridge St	Leverett Saltonstall State Office Building	Modern	1965	n/a	BOS.1616	NE	16
011	115 19	Cambridge St Staniford St	Massachusetts Health, Welfare, and Education Building/State Service Center	Expressionist	1965-1970	n/a	BOS.1618 BOS.4208	MHC-DOE	17
012	122- 128	Cambridge St	Commercial Building	Neoclassical	1925	n/a	BOS.4162	NE	18

Map ID*	Street No.	Street Name	Property Name	Style/Type	Est. Date	MHC Area No	MHC No.	NR Status**	Photo No.
013	131	Cambridge St	Old West Church	Federal	1806	n/a	BOS.4182	NHL, NRIND	19
014	141	Cambridge St	(First) Harrison Gray Otis House	Federal	1796	n/a	BOS.4183	NHL, NRIND	20
015	132-142	Cambridge St	Commercial Building	Vernacular	1901, 1924, 1965	n/a	BOS.4163	NE	21
016	144-154	Cambridge St	Mixed-use Building (Suffolk University)	Federal Rowhouses (reconstructed)	1925, 1980	n/a	BOS.4164	NE	22
017	155	Cambridge St	Boston Public Library	Modern	1968	n/a	BOS.4184	NE	23
018	161-209	Cambridge St	Charles River Plaza	International	1965	n/a	BOS.4185	NE	24
019	156-172	Cambridge St	Commercial Building	Classical Revival, altered with Modern elements	1926	n/a	BOS.4165	NE	25
020	176-182	Cambridge St	McGauley Building	Neoclassical	1910, 1925	n/a	BOS.4166	NE	26
021	30	South Russell St	Peter Faneuil School	Classical Revival	1910	BOS.BY, BOS.BE	BOS.4090	NRIND, (within NHL district)	27
022	204	Cambridge St	Commercial Building	Vernacular	1928	n/a	BOS.4168	NE	28
023	210-212	Cambridge St	Commercial Building	Neoclassical	1925	n/a	BOS.4169	NE	29
024	214-218	Cambridge St	Puffer's Building	Renaissance Revival	1890-1898	n/a	BOS.4170	NE	30
025	222-224	Cambridge St	Mary and James Shute Buildings	Italianate	1860	n/a	BOS.4171	NE	31
026	226-234	Cambridge St	Mary and James Shute Buildings	Italianate	1860	n/a	BOS.4172	NE	31
027	236-240	Cambridge St	Mary and James Shute Buildings	Italianate	1860	n/a	BOS.4173	NE	31
028	24	Parkman St at Blossom St	Winchell Elementary School	Renaissance Revival	1884-1885	n/a	BOS.4159	MHC-DOE	32
029	16-18	Blossom St	West End House	Classical Revival	1929	n/a	BOS.4158	RNRE	33
030	23	North Anderson St	Residential	Italianate	1870	n/a	n/a	NE	34
031	242-246	Cambridge St	Cigar Factory (now commercial building)	Altered with a Modern facade	1890-1891	n/a	BOS.4174	NE	35
032	248-270	Cambridge St	Parking Garage/Commercial Building	Neoclassical	1925, 1929, 1978	n/a	BOS.4175	NE	36-37
033	272-274	Cambridge St	Tenements	Italianate	1910	n/a	BOS.4176	NE	38



Map ID*	Street No.	Street Name	Property Name	Style/Type	Est. Date	MHC Area No	MHC No.	NR Status**	Photo No.
034	276-280	Cambridge St	Tenements	Italianate	1910	n/a	BOS.4177	NE	38
035	282-284	Cambridge St	Tenements	Italianate	1910	n/a	BOS.4178	NE	38
036	286-288	Cambridge St	Tenements	Italianate	1910	n/a	BOS.4179	NE	38
037	290-306	Cambridge St	Gas Station (Grampy's)	Colonial Revival	1941	n/a	BOS.4180	NE	39
038	4	North Grove St at Cambridge St	Resident Physician's House	Italianate/Colonial Revival	1892	n/a	BOS.4190	RNRE	40-41
039	310-316	Cambridge St	Commercial Building	Neoclassical	1925	n/a	BOS.4181	NE	42
040	309-311	Cambridge St	Office Building	Modern	1940	n/a	BOS.4194	NE	43
041	313	Cambridge St	Mixed-Use Building	Neoclassical	1896	n/a	BOS.4195	NE	44
042	317-325	Cambridge St	Boston Edison Electric Company Substation	Classical Revival	1924	n/a	BOS.4196	NE	45
043	32	Fruit St	Suffolk County/Charles Street Jail	Renaissance Revival	1851	n/a	BOS.4200	NRIND	46-47
044		Cambridge St	Beacon Hill Tunnel Approach, Red Line	Rapid Transit Elevated	1912	n/a	BOS.9033	NE	48
045		Charles Circle	Charles/MGH Station (Charles Station), Red Line	Rapid Transit Station	1932/2003	n/a	BOS.4198	MHC-DOE, Currently recommended as NE	49
046		Cambridge Street	Longfellow Bridge	Beaux-Arts, NeoClassical	1907	n/a	BOS.9034, CAM.912	NRDIS-C, MHC-DOE	50

\* Resources are generally sequenced north to south and east to west along the project corridor.

**\*\* National Register Status Key**

NHL National Historic Landmark  
 NRIND Property individually listed in the National Register  
 NRDIS Historic District listed in the National Register  
 NRDIS-C Contributing property within a National Register Historic District  
 NRMPS Property individually listed in the National Register as part of a NRMPS  
 NRDOE Property formally determined eligible by Keeper of the National Register  
 MHC-DOE Property evaluated as eligible by MHC  
 RNRE Property recommended as potentially eligible  
 LHD Property located within a State Register listed local historic district

MHC-NE  
NE

Property evaluated as not eligible by MHC  
Property evaluated as not eligible for National Register Listing





Appendix A. Map of all properties surveyed within the Red Line/Blue Line Connector Project APE, Boston, Massachusetts.



## Appendix B

### INVENTORY FORM CONTINUATION SHEETS AND EVALUATION FORMS FOR INTENSIVE ARCHITECTURAL SURVEY





ADDRESS 6 Bowdoin Sq. COR. Brattle Way  
New Sudbury  
Bulfinch Pl.  
 NAME New England Telephone & Telegraph Co.  
present original (same)

MAP No. 26N/12E SUB AREA Cov. Ctr.  
 1) original section: 1930 (permit Jan. 1930)  
 DATE 2) addition: 1970 (permit 11/6/1970)  
source

ARCHITECT 1) Densmore, LeClear & Robbins (permit)  
 2) Hoyle, Doran & Berry (permit)  
source

BUILDER 1) not listed on permit  
 2) Jackson Const. Co. (permit)  
source

OWNER New England Telephone (same)  
original present

PHOTOGRAPHS 3 3/1: 11 1/1: 80

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
non-residential telephone switching machinery and offices

NO. OF STORIES (1st to cornice) 8-11 plus

ROOF stepped cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (Other) brick stone limestone concrete iron/steel/alum.

BRIEF DESCRIPTION Massive, vertically-oriented Moderne commercial/building,  
21-bay principal facade follows curve of street & has assymetrical 1-6-6-8  
fenestration because of later additions. Elevated 1st fl. windows with Art  
Deco metal architraves at bays 1-13. Offset left entrance flanked by eagles  
on pinnacles, w/polished black granite surround. Rising piers terminating at  
level 8 except at bays 2 & 7 (10 stories) and 3-6 (11 stories) No windows  
 EXTERIOR ALTERATION minor moderate drastic except at ground level at bays  
1, 8, 12, and 15-19.

CONDITION good fair poor LOT AREA 20,281+7553 sq. feet

NOTEWORTHY SITE CHARACTERISTICS Irregularly-shaped freestanding building which  
follows curve of Cambridge St. Plaza and subway entrance in front.  
Rear on Bulfinch Place.

#### SIGNIFICANCE (cont'd on reverse)

Substantial, generally intact Moderne commercial building with compatible addition and notable Art Deco entrance and metal window enframements, constructed to house telephone switching machinery.

The firm of Densmore & LeClear also designed 5-23 Doane St. in the Central Business District



Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

The building stands on the site of the wood frame house of Thomas Bulfinch, where his grandson Charles was born in 1763. Also the site of the Bowdoin Square Church.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

**INVENTORY FORM CONTINUATION SHEET****BOSTON** 65 Cambridge Street/6 Bowdoin Square

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

1575

**Prepared by PAL, January 2010**

This continuation sheet is a supplement to the existing inventory form.

☒ Recommended for listing in the National Register of Historic Places. *If checked, you must attach a completed National Register Criteria Statement form.*

**ARCHITECTURAL DESCRIPTION (Continued)**

Few changes to the New England Telegraph and Telephone Company building at 65 Cambridge Street and 6 Bowdoin Square, immediately north of the Bowdoin Station head house, are evident since the 1980 survey. The eleven-story building retains its original main entrance on Cambridge Street, with polished black granite surround and flanking stone Art Deco pinnacles supporting carved stone eagles, as well as its metal Art Deco architraves above the entrance and the first-floor windows on the original portion of the building. The façade of the architecturally compatible later addition follows the curve of the street, creating a unique visual landmark at the Bowdoin Square intersection. Circular bronze plaques attached to the corner piers of the original building identify its location as the site of the 1700 Bowling Green and the birthplace of Charles Bulfinch. PAL did not have access to the interior of the building but was informed that the lobby is well-preserved and was recently restored by the current owners.

**HISTORICAL NARRATIVE (Continued)**

The New England Telegraph and Telephone Company (NET) constructed their Bowdoin Square building in 1930 as a branch of their Boston citywide network. The New England Telephone Company formed in 1883 by consolidating numerous companies in Massachusetts, Maine, New Hampshire, and Vermont. This consolidation connected multiple exchanges and increased the value of the telephone by increasing the number of subscribers who could be called. Alexander Graham Bell's original patent expired in 1894, opening a competitive market and decreasing the cost of phone service (Moyer 1971:347-355; Adams et al. 2008). In 1890 NET was one of ten phone companies and owned three buildings in Boston (Sampson and Murdock). In the 1910s and 1920s the number of phone companies remained constant at five or six, and NET gradually increased their local property holdings to approximately eight buildings in 1923 (Sampson and Murdock 1900, 1915, 1920, 1923). By 1931 the company was one of only three phone companies and had twenty-three buildings in the city and surrounding neighborhoods (Sampson and Murdock 1931).

The 1930 Bowdoin Square NET building was designed by the Boston architectural firm of Densmore, Le Clear & Robbins. In 1911, Edward Dana Densmore (1871-1925) and his partner Gifford Le Clear, both Harvard graduates, worked as engineers and mill architects from an office at 88 Broad Street in Boston (Harvard Alumni Bulletin 1911). They were responsible for designing several Classical Revival commercial buildings in the downtown area, including the National Register-listed R.H. Stearns Building at 140 Tremont Street (1908), Paine Furniture Co. Building at 75-81 Arlington Street (1913), and the original Berkeley Street block of the Salada Tea Building at 330 Stuart Street (1916). Later work by the firm, which became Densmore, LeClear & Robbins when fellow Harvard graduate Henry C. Robbins joined around 1916, continued in the Revivalist tradition and ranged from the Colonial Revival Joseph Warren Cooperative Bank at 2369-2371 Washington Street and the English Revival Pittsburgh Plate Glass Company Glass Warehouse at 300-316 Babcock Street, both 1926, to the 1932 Classical Revival Metropolitan District Commission Building at 20 Somerset Street (MHC Makers List). The firm was in practice until 1942 (Parker and Friedberg 2002). The NET building appears to be one of the firm's only Art Deco designs. However, Art Deco was not an unusual choice for telephone companies at the time. Two of the earliest Art Deco buildings in the United States were telephone-company headquarters, the 1923 Barclay-Vesey Building in New York City, commissioned by the New York Telephone Co., and the 1924 Pacific Telephone headquarters in San Francisco. "The critical success of these two buildings seems to have set



**INVENTORY FORM CONTINUATION SHEET****BOSTON** 65 Cambridge Street/6 Bowdoin Square

MASSACHUSETTS HISTORICAL COMMISSION

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Area(s) Form No.

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a trend that led to the construction of major Art Deco telephone headquarters in virtually all cities... followed by a large number of smaller "switching stations" designed to fit into the residential character of outlying neighborhoods" (Capitman et al. 1994:16). The building at 6 Bowdoin Square housed the company's commercial department and was clearly intended to reflect NET's increasingly important position in the rapidly expanding metropolitan communications industry (Sampson and Murdock 1931).

In addition to its connections with telecommunication, Art Deco was a popular American style by the 1920s, in Boston as well as other large cities. The manifestation of the Art Deco aesthetic in Boston was often understated, but appeared in the most fashionable places like the Ritz-Carlton Hotel, the Junior League Building, Shreve Crump and Low, and several Newbury Street storefronts. Interest in the style is reflected in the fact that the 1929 Boston Architectural Club yearbook was dedicated to Art Deco design. The sleek, streamlined, machine-age characteristics of Art Deco lent themselves particularly to the very modern skyscraper building type. Four major Art Deco skyscrapers were built in downtown Boston around the same time as the NET building: the Landmarked Public Services Building at 60 Batterymarch Street (1928), the National Register-listed and Landmarked United Shoe Machinery Building at 34-66 High Street (1929), the State Street Trust Building at 109-123 Franklin Street (1929), and the Post Office Building in Post Office Square (1932). Significantly, a 1928 revision of the Boston height restriction law allowed taller buildings if they were "stepped back" sufficiently, a technique used on the NET's Bowdoin Square building (Shand-Tucci 1999:221-222). Many pre-World War II Art Deco designs were not built until after the war, including NET's new headquarters at 185 Franklin Street, a National Register-eligible building designed by Cram & Ferguson and constructed in 1947 opposite the Post Office by the same architects (Capitman et al. 1994:53).<sup>1</sup>

In 1939, a 72-position information board was installed in the Bowdoin Square office that, together with a similar board in the company's Roxbury building, handled all the information work for 68 exchanges in Boston and surrounding towns (NET 1966:78). In 1970, the Bowdoin Square building was expanded by the addition of an eight-story, 13-bay wing on its east side, designed by Hoyle, Doran & Berry, the successor firm to Cram & Ferguson<sup>2</sup>. "In cities across the USA, this combining of 1930s Art Deco with 1960s and 1970s additions is typical. The result of unrelenting growth within the telephone system, the building demonstrates how well the Bell system was planned for growth: most of the Art Deco buildings did not need to be enlarged for nearly thirty years" (Capitman et al. 1994:51). The building has been continually used a phone exchange by the same company from its construction in 1920 to the present. After several corporate mergers beginning in 1984, NET became part of Verizon, which occupies the building today.

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<sup>1</sup> NET's headquarters were located on Franklin Street for more than 40 years, until a new corporate office building opened in 1991 at 125 High Street (O'Brien 1993:20).

<sup>2</sup> Hoyle, Doran & Berry also designed a 1966 addition to the company's Franklin Street headquarters (BLC Building Form).



# INVENTORY FORM CONTINUATION SHEET

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Area(s) Form No.

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## PHOTOGRAPHS



View from northwest

# INVENTORY FORM CONTINUATION SHEET

BOSTON 65 Cambridge Street/6 Bowdoin Square

MASSACHUSETTS HISTORICAL COMMISSION

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View from south, across  
Cambridge Street



View from southeast, across  
Cambridge Street



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a trend that led to the construction of major Art Deco telephone headquarters in virtually all cities... followed by a large number of smaller "switching stations" designed to fit into the residential character of outlying neighborhoods" (Capitman et al. 1994:16). The building at 6 Bowdoin Square housed the company's commercial department and was clearly intended to reflect NET's increasingly important position in the rapidly expanding metropolitan communications industry (Sampson and Murdock 1931).

In addition to its connections with telecommunication, Art Deco was a popular American style by the 1920s, in Boston as well as other large cities. The manifestation of the Art Deco aesthetic in Boston was often understated, but appeared in the most fashionable places like the Ritz-Carlton Hotel, the Junior League Building, Shreve Crump and Low, and several Newbury Street storefronts. Interest in the style is reflected in the fact that the 1929 Boston Architectural Club yearbook was dedicated to Art Deco design. The sleek, streamlined, machine-age characteristics of Art Deco lent themselves particularly to the very modern skyscraper building type. Four major Art Deco skyscrapers were built in downtown Boston around the same time as the NET building: the Landmarked Public Services Building at 60 Batterymarch Street (1928), the National Register-listed and Landmarked United Shoe Machinery Building at 34-66 High Street (1929), the State Street Trust Building at 109-123 Franklin Street (1929), and the Post Office Building in Post Office Square (1932). Significantly, a 1928 revision of the Boston height restriction law allowed taller buildings if they were "stepped back" sufficiently, a technique used on the NET's Bowdoin Square building (Shand-Tucci 1999:221-222). Many pre-World War II Art Deco designs were not built until after the war, including NET's new headquarters at 185 Franklin Street, a National Register-eligible building designed by Cram & Ferguson and constructed in 1947 opposite the Post Office by the same architects (Capitman et al. 1994:53).<sup>1</sup>

In 1939, a 72-position information board was installed in the Bowdoin Square office that, together with a similar board in the company's Roxbury building, handled all the information work for 68 exchanges in Boston and surrounding towns (NET 1966:78). In 1970, the Bowdoin Square building was expanded by the addition of an eight-story, 13-bay wing on its east side, designed by Hoyle, Doran & Berry, the successor firm to Cram & Ferguson<sup>2</sup>. "In cities across the USA, this combining of 1930s Art Deco with 1960s and 1970s additions is typical. The result of unrelenting growth within the telephone system, the building demonstrates how well the Bell system was planned for growth: most of the Art Deco buildings did not need to be enlarged for nearly thirty years" (Capitman et al. 1994:51). The building has been continually used a phone exchange by the same company from its construction in 1920 to the present. After several corporate mergers beginning in 1984, NET became part of Verizon, which occupies the building today.

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<sup>1</sup> NET's headquarters were located on Franklin Street for more than 40 years, until a new corporate office building opened in 1991 at 125 High Street (O'Brien 1993:20).

<sup>2</sup> Hoyle, Doran & Berry also designed a 1966 addition to the company's Franklin Street headquarters (BLC Building Form).



# INVENTORY FORM CONTINUATION SHEET

BOSTON 65 Cambridge Street/6 Bowdoin Square

MASSACHUSETTS HISTORICAL COMMISSION

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Area(s) Form No.

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## PHOTOGRAPHS



View from northwest

# INVENTORY FORM CONTINUATION SHEET

BOSTON 65 Cambridge Street/6 Bowdoin Square

MASSACHUSETTS HISTORICAL COMMISSION

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View from south, across  
Cambridge Street



View from southeast, across  
Cambridge Street



MASSACHUSETTS HISTORICAL COMMISSION  
MASSACHUSETTS ARCHIVES BUILDING  
220 MORRISSEY BOULEVARD  
BOSTON, MASSACHUSETTS 02125

Community    Property Address  
BOSTON        65 Cambridge Street/6 Bowdoin Square

Area(s)    Form No.

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## National Register of Historic Places Criteria Statement Form

Check all that apply:

☒ Individually eligible    ☐ Eligible **only** in a historic district  
☐ Contributing to a potential historic district    ☐ Potential historic district

Criteria:    ☒ **A**    ☐ **B**    ☒ **C**    ☐ **D**

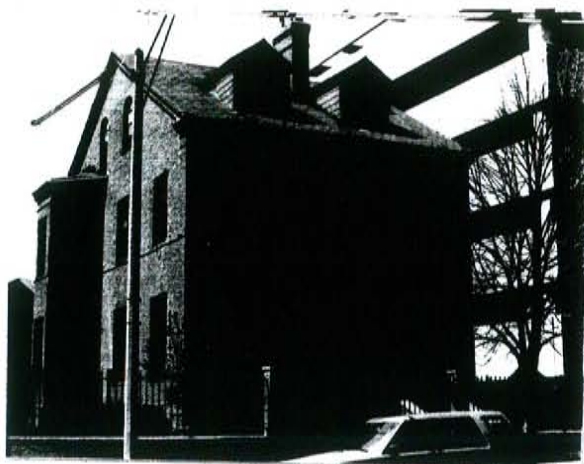
Criteria Considerations:    ☐ **A**    ☐ **B**    ☐ **C**    ☐ **D**    ☐ **E**    ☐ **F**    ☐ **G**

Statement of Significance by Laura J. Kline and Virginia H. Adams, PAL, January 2010

*The criteria that are checked in the above sections must be justified here.*

The New England Telegraph and Telephone Company building at 65 Cambridge Street and 6 Bowdoin Square in Boston is recommended individually eligible for listing in the National Register of Historic Places under Criteria A and C at the local level. Under Criterion A, the building has important historical associations with the New England Telegraph and Telephone Company (NET), which contributed to the development and widespread distribution of telephone service and to the enduring development of communication systems in downtown Boston. NET, which is now part of Verizon, has continuously occupied the building from its construction in 1930 to the present. Other early twentieth-century NET buildings in central Boston include 8 Harrison Avenue, built in 1923, and the 1947 headquarters building at 185 Franklin Street, which are eligible for the National Register. Under Criterion C, the Bowdoin Square building is a particularly well-preserved example of an Art Deco highrise and of the work of the local engineering and architecture firm of Densmore, Le Clear & Robbins. Although the interior was not accessible, the lobby is reported to be well-preserved and recently restored. The firm was responsible for many other high-rise commercial buildings in downtown Boston, including the NR-listed Paine Furniture Co. Building at 75-81 Arlington Street.



WEST ENDPLADDRESS Cambridge Street COR. North Grove Street4190NAME Resident Physician's House same  
present originalUSGS BOSTONSEMI DMAP No. 26N-12E SUB AREA Cambridge StreetDATE 1892Boston Landmarks Comm. Study  
source Report, 1981ARCHITECT Fehmer & Page"""

source

BUILDER Connery and Wentworth""

source

OWNER Massachusetts General Hospital - Same  
original presentPHOTOGRAPHS 2 3/3 \*87TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) officesNO. OF STORIES (1st to cornice) 2 plus 1/2ROOF gable cupola dormers two each on east and west  
elevationsMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(Other) brick stone concrete iron/steel/alum.BRIEF DESCRIPTION Colonial Revival 2 1/2 story brick former residence which is rectangular,  
with octagonal bay on the south elevation with a concrete foundation.  
The facade is two bays wide with the door in the north bay. A brick belt  
course runs between the 1st and 2nd floors and on the north and south elevation  
between the 2nd and 3rd floors. The gable roof has two dormers on both the  
north and south elevations. A prominent brick chimney runs up the exterior  
EXTERIOR ALTERATION minor moderate drastic new front door (continued)CONDITION good fair poor LOT AREA sq. feetNOTEWORTHY SITE CHARACTERISTICS building has been moved twice; now sits in a lawn area  
surrounded by a brick wall.N  
↑

## SIGNIFICANCE (cont'd on reverse)

This building was designed in 1892 for Dr. John W. Pratt,  
Director of MGH because he and his family had outgrown  
their quarters in the Bulfinch Pavillion. Dr. Pratt lived  
in the house from 1892 to 1897 and two resident physicians  
(continued)

(Map)

Cambridge St. AveNorth  
Grove  
St.



Moved; date if known 1950; 1981

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

and six assistant resident physicians subsequently lived in the house. The building was designed by the Boston architectural firm of Fehmer and Page. Fehmer had designed three buildings, previous to this one, for MGH. He also designed the Oliver Ames House (1882), the Boylston Market Association Building (1888) and other townhouses in Boston. In partnership with Samuel F. Page they designed the Worthington Building (1894) on State Street.

The Resident Physician's house, the second oldest building at MGH, has been moved twice. It originally was just east of the Bulfinch Pavillion and because of hospital expansion was moved, in 1950, to Blossom Street. Additional construction in 1981, the building was moved again, to its present site on the northwest corner of Cambridge and North Grove Streets. When on Blossom Street the house was surrounded by a brick wall which was reconstructed when the house was moved.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Thought moved twice, which makes a building ineligible for the National Register, and defeated in a vote in 1982 to designate the building a Boston City Landmark the Resident Physician's house should be considered a historic resource because its association with MGH and its distinctive architectural style.

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ADDRESS \_\_\_\_\_

NAME Resident Physician's House

## DESCRIPTION CONTINUED:

west elevation and the construction date of the building is incised into a brownstone block in the chimney. An internal chimney appears on the east slope of the roof. A brick cornice is trimmed with an egg and dart motif in glazed terra cotta. Windows are irregularly placed and have irregular panes; some are 12/1, 12/2, 9/1. The facade has a sidehall entrance in the south bay with a wood, pannelled door with a three-lite transom above. The building is surrounded by a lawn and brick wall with a metal gate.



**INVENTORY FORM CONTINUATION SHEET****BOSTON** 4 North Grove Street at Cambridge Street

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Area(s) Form No.

4190

**Prepared by PAL, January 2010**

This continuation sheet is a supplement to the existing inventory form.

X Recommended for listing in the National Register of Historic Places. *If checked, you must attach a completed National Register Criteria Statement form.*

**ARCHITECTURAL DESCRIPTION (Continued)**

The Resident Physician's House at 4 North Grove Street is set on a triangular landscaped lawn at the corner of North Grove and Cambridge streets and faces east onto North Grove Street. The lawn is partially enclosed by a low iron fence atop a brick wall that curves around the southeast corner of the house. Bronze lettering spelling "MASSACHUSETTS GENERAL HOSPITAL" is applied to the fence. The fence continues along the Cambridge Street side of the house, where the sidewalk widens, and comes to a point at the west end of the lawn before continuing along the north side of the lawn to another low brick wall at the rear of the house. Large trees along the sidewalk shade the house on the east and south, and the rear yard contains several large trees. A narrow concrete sidewalk and a paved one-way access road run along the north side of the house, separating it from a multi-level parking garage. A carved granite tablet with the Massachusetts General Hospital seal is set on a rectangular base adjacent to the front steps, facing north.

The two-and-a-half-story brick house is dominated by the surrounding institutional buildings, which include several multi-level parking garages to the north and the towering Yawkey Center for Outpatient Care to the west with several smaller commercial structures at its base along Cambridge Street. Additional two- and three-story commercial blocks line the south side of Cambridge Street. The Resident Physician's House stands out as the only building in the area of a domestic character and scale. A building designed to resemble the Physician's House, but on a larger scale, was built around 1990 on the opposite corner of North Grove and Cambridge streets.

Since the 1987 survey, few changes to the building at 4 North Grove Street are evident. The dormer windows on the gable roof are on the east and west elevations, as indicated on the itemized characteristics section of the 1987 inventory form, not on the north and south elevations as stated in the building description on the form. The description is also inconsistent regarding the location of the entrance on the façade; it is in the north bay.

The house's current condition also appears to conform to that described in the 1981 BLC Report (BLC 1981), written prior to its most recent relocation, with its orientation changed so that the façade that faced south in 1981 is now the east elevation. The majority of the specific standards and criteria recommended by the BLC appear to have been followed when the building was moved, with the exception of the removal of an arched window at the staircase landing on the west wall (previously the north wall). The rear entrance is accessed by a set of concrete steps rather than a plywood ramp, and a low brick wall encloses a heating and ventilation unit to the west of the steps. The French door in the two-story bay on the south wall (previously the west wall) has been covered by aluminum storm windows and is no longer used as an entrance. The open walled terrace that was located outside the French door when the house was on Blossom Street (and had replaced the original conservatory) was not reconstructed when the building was moved to its current site.

By 1981, metal wall partitions and acoustic tile ceilings had been added to the interior of the house to accommodate its use as office space. On the first floor, much of the original interior features were still visible, including raised chair rails, an elaborate overmantel piece in the parlor with a beveled glass mirror, Roman brickwork (painted) in the fireplace surrounds, and decorative inset panels beneath the windows. The balustered staircase was detailed in a restrained Federal Revival style with a paneled newel post and a capping urn (BLC 1981). Since the building's relocation to North Grove



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Street, the interior has been renovated and new fire protection systems have been installed (Boston Building Permits). Interior access was not permitted for this survey update, so the current status of the interior is unknown (Harris 2010).

Aside from the minor alterations described above, the Resident Physician's House retains its integrity as an example of early Colonial Revival domestic architecture with restrained references to the Queen Anne style. Its gable roof, rectangular massing, symmetrical façade, plain brick wall surfaces, and splayed brick lintels are characteristic of the Federal style. The two-story projecting bay on the south side elevation and the irregular fenestration and multiple window light combinations on the side and rear walls introduce some variation and asymmetry in the late Victorian Queen Anne vein. Likewise, the use of varied materials including terra cotta, granite, brownstone, and slate in addition to brick adds texture to the exterior. All of these features remain visible on the house as it appears today, despite its having been relocated twice. Moved only two blocks from its original site, it retains the feeling and association of a small-scale residence amid a large hospital campus setting that has evolved significantly over the past 200 years. The house's relocation and preservation reflects this evolution and the development of the surrounding area.

**HISTORICAL NARRATIVE (Continued)**

The Resident Physician's House, built in 1892, is significant for its associations with the historic development of the West End and with the Massachusetts General Hospital. It is also an example of the work of architects Fehmer and Page, a prominent Boston firm that was responsible for many commercial and institutional buildings in the city. The hospital had intended to demolish the building in 1981, but instead recognized its historical and architectural significance and chose to relocate it while keeping its physical form and fabric intact. The house is now the second oldest structure still standing on the hospital grounds, predated only by the Bulfinch Building. It is also one of only two free-standing brick houses in Central Boston in the transitional Colonial Revival style, the other being 58 Deerfield Street (BLC 1981).

**Historical Context**

The West End, from the earliest years of settlement, had been an "urban fringe area", housing objectionable or undesirable industries behind the convenient visual barrier of the Trimountain (Seasholes 2003:109). By the mid to late 1800s, landmaking projects had expanded the West End to accommodate the enormous influx of immigrants pouring into the city. Following the Civil War, the African-American community also swelled as newly freed individuals migrated to northern cities to start new lives and spilled off of Beacon Hill into the West End. Tenement buildings began to replace what had formerly been single family homes, although many of the more high-style structures, similar to those on the south slope of Beacon Hill, remained (Adams et al. 2009).

The early nineteenth century saw the establishment of numerous private charitable institutions in Boston, including the Boston Female Asylum for Orphans (1800), the Boston Dispensary (1801), and the New England Asylum for the Blind (1829) (Jenkins et al. 1993). The Massachusetts General Hospital (MGH) was established in 1811 as the first hospital for the "reception of lunatics and other sick persons" in Boston (Bowditch 1872:3). Subsequently these functions were separated, with the insane confined in McLean Asylum (1816-18) in Charlestown (a National Register Historic District) and the sick receiving treatment in MGH in Boston's West End (Snell 1970). In 1817 the Hospital Trustees purchased four acres of land along the Charles River on Allen Street. Construction on the Bulfinch Building (a National Historic Landmark) was begun in 1818, and the first patient was admitted in September 1821. The hospital's urban setting is unique, as nineteenth-century theories of institutional design encouraged the creation of rural landscapes in which the entire physical, moral, and social environment could be manipulated to have a positive effect on the patients. Most of the public institutions in Massachusetts were located in such environments, with the exception of the Boston State Hospital, another compact urban hospital originally developed with a minimum of buildings and landscape features (Jenkins et al. 1993).



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In 1856 the city of Boston proposed to build a seawall and fill in the flats lying to the west of the hospital grounds to enable the extension of Charles Street. This project was undertaken between 1859 and 1863 and added considerable area to the grounds of MGH. Between 1858 and 1884, the Bulfinch Building was expanded, and several other hospital buildings were constructed along Allen and Blossom Streets. All of the state's nineteenth-century hospitals expanded to meet the needs of ever-growing patient populations, adding administrative and residential buildings, including single-family houses following contemporary suburban designs for doctors and administrators (Jenkins et al. 1993). During the last quarter of the nineteenth century and the first quarter of the twentieth century, the MGH campus expanded further to include most of the land between Charles and Blossom Streets on the east and west and Allen and Fruit Streets on the north and south. Additional land was purchased south of Fruit Street to Cambridge Street, including the lot at the corner of North Grove and Cambridge streets where the Resident Physician's House is currently located. It was during this period of great expansion that the Resident Physician's House was built at the corner of Allen and Blossom Streets, immediately adjacent to the Bulfinch Building (Faxon 1959:144-151).

**Resident Physicians and Hospital Administration at MGH**

The Resident Physician position at MGH was created ca. 1858 to replace the former lay superintendent of the hospital; the role was essentially that of executive officer of the hospital trustees. The first Resident Physician was Dr. Benjamin S. Shaw (Faxon 1959:252). Originally, the Resident Physician had apartments on the second and third floors of the Bulfinch Building. In 1885, the trustees decided to erect a separate house for the Resident Physician within the hospital grounds, and plans were ordered to be procured (Myers 1929:85). The house was completed in 1892, and Dr. John Washburn Pratt (1854-1922) was the first Resident Physician to occupy it with his family. Pratt was trained at MIT and Harvard in both medicine and pharmacy, graduating in 1886. He had been serving as Acting Resident Physician during his predecessor's long illness and was formally elected to the office in 1887. Following his resignation in 1897, Pratt established a private practice in Dedham concentrating in public health and health administration (BLC 1981; Myers 1929:90,147).

The residents of the house beginning with Pratt through 1949 were leaders and innovators in the field of hospital administration who also contributed significantly to the growth of MGH (BLC 1981). Many later became directors of other large hospitals. Dr. Herbert Burr Howard, who followed Pratt in the Resident Physician position, spent his early years in practice at the State Infirmary at Tewksbury. In 1891 his report to the State Board of Lunacy and Charity was instrumental in establishing the responsibility of the state to care for the mentally ill. Howard resigned in 1908 to become superintendent of the Peter Bent Brigham Hospital. Dr. Joseph B. Howland lived at the house from 1908 to 1919 and also went on to serve as director of the Peter Bent Brigham Hospital. Five Assistant Resident Physicians subsequently occupied the house (after 1922 they were known as Assistant Directors), including Dr. Nathaniel W. Faxon, who returned as Director of both MGH and Massachusetts Eye and Ear Hospital in 1935 after serving as superintendent of the Strong Memorial Hospital of Rochester University for thirteen years. Faxon was the longest resident of the house and contributed a volume of the MGH history as well as a history of Society of Medical Administrators and a history of hospitals; he was also responsible for the formation of a hospitalization plan that subsequently became the Massachusetts Blue Cross (BLC 1981).

**Relocation**

The MGH continued to expand throughout the first half of the twentieth century in response to institutional demands. In 1948, the MGH Planning Office was organized to address the issue of planning on a more comprehensive level (Castleman et al. 1983:45). At the end of 1949, ground was broken for a new Research Building at the corner of Blossom and Allen Streets, on the site of the Resident Physician's House, which was moved south to a new site along Blossom



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Street. Hospital administrators ceased to occupy the house, and it stood vacant on its new site until 1963, when the offices of the hospital's Department of Psychiatry's Center for Community Studies occupied it. This group was responsible for a detailed examination of the effect of urban renewal on the West End's working class community (BLC 1981). Urban renewal efforts during the 1960s and 1970s resulted in the almost complete demolition of the West End. The MGH area was one of the few in the West End that were spared from urban renewal (Adams et al. 2009). The hospital expanded at significant rates during this period though, more than doubling the size of its facilities between 1955 and 1980. Unlike many nineteenth-century hospital campuses, the urban setting of MGH greatly restricts its physical expansion potential, necessitating efficient planning and construction and affecting its appearance and development. Most of its twentieth-century development has been vertical, since the campus is still contained primarily within its early bounds of Charles, Allen/Blossom, and Cambridge Streets. Its nineteenth-century landscaped open quadrangles have disappeared, and multi-story steel and concrete structures dominate the area. Two large parking garages on North Grove Street were built in 1972 in an effort to alleviate traffic congestion along the narrow streets (Castleman et al. 1983:46). The construction of a new research facility on Blossom Street in the 1980s resulted in the second relocation of the Resident Physician's House to an empty lot at the corner of North Grove and Cambridge streets, near the parking garages. A nurse's dormitory built between 1921 and 1935 had previously been located on this site, but was torn down between 1956 and January 1961 (Faxon 1959; Castleman et al. 1983; Boston Building Permits). Various projects of the Department of Psychiatry have used the building over the past 50 years (BLC 1981). At the time that the house was relocated to North Grove Street, there was strong support for its designation as a Local Landmark by the BLC. However, the MGH did not support the designation, and it was ultimately not landmarked (BLC Minutes 1981).

**Architectural Context**

Carl Fehmer (1835-c.1925) and Samuel Francis Page (1857-1918) were the architects responsible for the design of the Resident Physician's House. Fehmer was born and educated in Germany and immigrated to Boston in 1852. He spent several years as an apprentice in the architectural office of George Snell, a prominent Boston architect. From 1867 to 1874, he worked in the office of William R. Emerson, with whom he collaborated on designs for the Beebe-Weld (Record American) Building, residences on Commonwealth Avenue, and many granite and cast iron mercantile structures (Stratton and Mannix 2005:329; BLC 1981). Fehmer then practiced on his own, designing many town houses in the Back Bay including the elaborate Oliver Ames House (1882), the Boylston Market Association Building (1888), and a major MIT building completed in 1883 (now demolished) facing Boylston Street at the corner of Clarendon Street (Stratton and Mannix 2005:329; BLC 1981). Fehmer's association with MGH began with his design for the Nurses' Pavilion on Blossom Street (built 1882, demolished 1972), and he continued to serve as the hospital's primary architect for the next 25 years (BLC 1981; Eliot 1916). The plans for the Resident Physician's House were commissioned in 1885, although construction did not begin until 1891. Fehmer and Page began their partnership in 1889, and the two produced many masonry buildings of restrained Colonial Revival design, similar to the Resident Physician's House, including the limestone and terra cotta Worthington Building on State Street and the Belknap House for Women at McLean Hospital, both built in 1894, and the 1895 Superintendent's Residence at McLean Hospital (slated for demolition in 2003) (BLC 1981; *McLean Hospital Virtual Tour*). Fehmer retired in 1905 (BLC 1981).

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# INVENTORY FORM CONTINUATION SHEET

**BOSTON** 4 North Grove Street at Cambridge Street

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

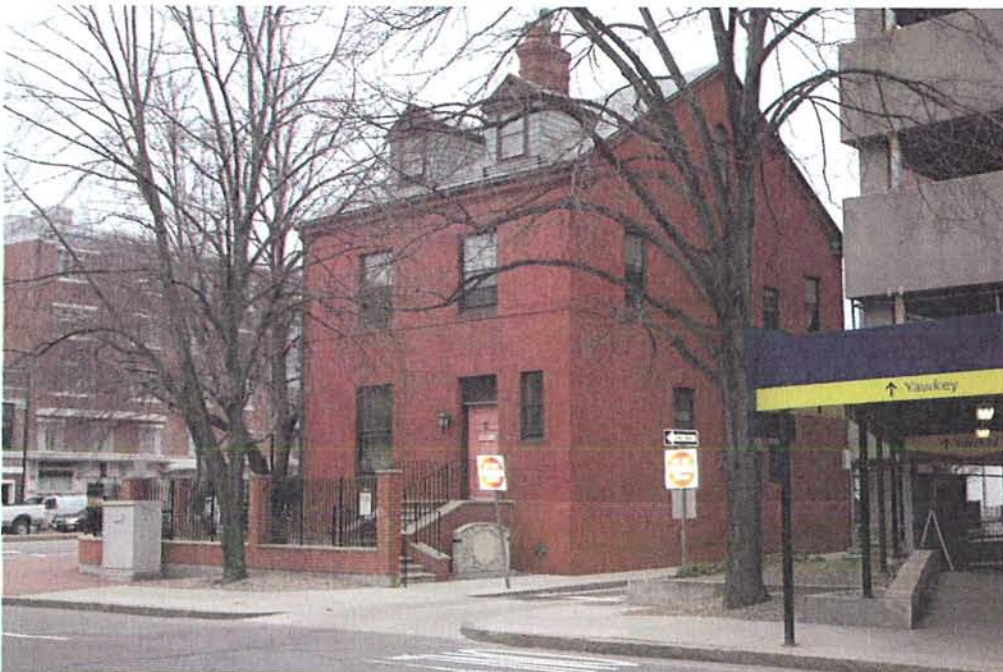
Area(s) Form No.

4190

## PHOTOGRAPHS



View of south (side) and east (front) elevations from North Grove Street



View of east (front) and north (side) elevations from North Grove Street



# INVENTORY FORM CONTINUATION SHEET

BOSTON 4 North Grove Street at Cambridge Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

4190



View of north (side) and west (rear) elevations from driveway behind house



View of west (rear) and south (side) elevations from Cambridge Street





MASSACHUSETTS HISTORICAL COMMISSION  
MASSACHUSETTS ARCHIVES BUILDING  
220 MORRISSEY BOULEVARD  
BOSTON, MASSACHUSETTS 02125

Community    Property Address  
BOSTON        4 North Grove Street at Cambridge Street

Area(s)    Form No.

	4190
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## National Register of Historic Places Criteria Statement Form

Check all that apply:

☒ Individually eligible        ☐ Eligible **only** in a historic district  
☐ Contributing to a potential historic district        ☐ Potential historic district

Criteria:    ☒ A    ☐ B    ☒ C    ☐ D

Criteria Considerations:    ☐ A    ☒ B    ☐ C    ☐ D    ☐ E    ☐ F    ☐ G

Statement of Significance by Laura J. Kline and Virginia H. Adams, PAL, January 2010

*The criteria that are checked in the above sections must be justified here.*

The Resident Physician's House at 4 North Grove Street is recommended individually eligible for listing in the National Register of Historic Places under Criteria A and C at the local level. The property also meets National Register Criteria Consideration B because it was relocated from its original site but retains historical and architectural significance. Under Criterion A, the building is significant for its associations with the Massachusetts General Hospital and the historic development of the West End of Boston. The construction, relocation, and continuous use of the building is an integral part of the developmental history of the Massachusetts General Hospital campus. Its domestic character and scale, now rare in the surrounding area, reflect an early chapter of the hospital's history. In addition, the succession of hospital directors who lived in the house from 1892 to 1949 made significant contributions to the field of hospital administration. Under Criterion C, the house remains an intact example of a unique hybrid Queen Anne/Colonial Revival style, as designed by the distinguished Boston architectural firm of Fehmer and Page, who frequently worked for Massachusetts General Hospital. The interior was not accessible but is reported to retain many original decorative features. It is also one of only two free-standing brick houses in central Boston in the transitional Colonial Revival style. The Boston Landmarks Commission supported the designation of the property as a Local Landmark in 1981; however the designation was not approved. The property retains its integrity of design, materials, workmanship, feeling, and association and is, thus, recommended eligible for the National Register.

